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Strain. He attacks you when
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stand when you have your
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SUITABLE GLASSES.

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OPHTHALMIC OPTICIAN
31, Queen's Road Central, Hongkong

The China Mail

ESTABLISHED 1840

June 2, 1920, Temperature 67.

Rainfall 0.53 inch

Humidity 92

June 2, 191, Temperature 54.

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號二月六年二一九二一

HONGKONG, WEDNESDAY, JUNE 2, 1920.

日六十月四年庚戌歲年九國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

BOLSHEVIEK GOLD.

UKRAINE PROTEST.

LONDON, May 31.

The Ukrainian diplomatic mission has sent a letter to Lloyd George and the Foreign Office protesting against Krassin's reported intention to pay gold for the proposed purchases by the soviet government of Russia in west Europe on the ground that a share of the gold in the Russian state bank belongs to the Ukraine and the Ukraine is partially liable for the Rumanian gold reserve which the Bolsheviks captured. The letter asks that the protest be transmitted to the supreme economic council.

LONDON, May 31.

French newspapers state that the French Government is letting to Lloyd George entire responsibility with regard to the London negotiations with Krassin on the ground that France cannot open conversations with soviet representatives, which would end in recognition, even indirect, of the Moscow Government.

THE LATE DR. MORRISON.

LONDON, May 31.

Announcing the death of Dr. Morrison *The Times* says: Even his last months were devoted to working the best he could from the sickroom in the interests of China.

FUGITIVE.

LONDON, June 1.

At Holland Park Hall, under the auspices of the National Sporting Club, for the championship of Europe, a twenty rounds bantam-weight fight was staged. Charles Ledoux of France, the holder, knocked out the British champion, Jim Higgins, in the eleventh round, after a splendid struggle. In the featherweights Arthur Wynn, the Belgian champion, beat Mike Honeyman, the champion of Britain, the referee stopping the fight in the tenth round when Honeyman had been felled five times.

IRELAND.

LONDON, May 31.

The Irish executive has conferred with Ministers about the situation in Ireland. Lord French, Sir Nevill Macready, and Sir Hamar Greenwood were present. It was important as the first occasion Sir N. Macready had of submitting his views to the Cabinet.

There was an important meeting of the Cabinet this morning, the Premier presiding and Sir Hamar Greenwood, Sir N. Macready being present. It is understood the Irish situation was discussed.

POLES AND BOLSHEVIEKS.

LONDON, May 31.

A Polish official message says that between Lake Napol and upper Beresina the Poles broke down the enemy's strong resistance and advanced along the whole line. The enemy attacked various points on the Ukrainian front.

LONDON, June 1.

A Polish official message says the Poles repulsed an attack at Rzeczyca bridgehead, capturing prisoners and guns.

GREEKS OCCUPY THRACE.

ATHENS, June 1.

The Greeks occupied Kariagatch, and a suburb of Adrianople on May 28, completing their occupation of western Thrace in three days without serious incident.

CAPTAIN THE PRINCE OF WALES.

MELBOURNE, May 31.

The Prince of Wales reviewed a thousand Australian sailors and marines on the occasion of the fourth anniversary of Jutland. The Minister of the Navy presented the Prince with a commission as an Australian Naval Captain.

LABOUR WILL NOT HANDLE MUNITIONS FOR UNJUST WARS.

LONDON, May 31.

The triple alliance sub-committee has passed a resolution that the position mentioned in a letter from the National Union of Railwaymen with regard to Ireland warrants consideration of the problem by the organised trade union movement of the whole of Britain. The matter therefore shall be referred to the parliamentary committee with an urgent request that a special trade union congress be convened early so that the attitude of British labour towards the production and handling of munitions of war for Ireland and Poland may be determined. The above mentioned letter refers to the executive of the National Union of Railwaymen as considering the refusal of the Irish members to handle munitions and the executive's decision on May 27 to refer the matter to the triple alliance.

DERBY BETTING.

LONDON, May 31.

The betting on the Derby was 9 to 4 against Tetralina, 7 to 1 Archais, 8 to 1 Allenby and Sarchedon, 100 to 6 Polymetis and Splonkop, 20 to 1 Hegoes, 25 to 1 Orpheus and Silvern, 33 to 1 Abbotts Trace, Daylight Patrol, and Dycamo, 50 to 1 Attilius and Poltavk, 66 to 1 Bruce Lodge.

LONDON, May 31.

Derby probabilities are Abbotts Race, (Jéaciss), Allenby, (Slade), Archais, (Bellhouse), Attilius, (Saxby), Bruce Lodge, (F. Bullock), Daylight Patrol, (Childs), Dynamo, (Robbins), Hegoes, (F. Templeman), Kerasos, (Shatwell), Meralat Neil, (Hulme), Orpheus, (Leach), Poltava, (H. Jones), Polymetis, (Burns), Spion Kop, (O'Neill), Tetralina, (Caralake), Torolore, (V. Smyth), Paladin, (—), Morcanatio Marriage, (W. Earl).

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE ARMENIAN MANDATE.

WASHINGTON, May 30th.

The Senate has postponed action on the Armenian mandate, in order to allow Senator Hitchcock to present an amendment empowering the President to appoint three Americans to serve with three Armenians on a Commission to supervise the economic development of Armenia, and providing a \$50,000,000 loan to Armenia for the purchase of agricultural implements, railway materials and other supplies, but the United States will not be responsible for the principal or interest.

AMERICAN ARMY.

WASHINGTON, May 30th.

The Senate has adopted the Conference report on the Army Reorganization Bill, which now goes before the President.

SOLDIERS' RELIEF BILL.

WASHINGTON, May 30th.

The House of Representatives, after a brief debate, passed the Soldiers' Relief Bill by 299 votes to 92, and sent it to the Senate.

AMERICAN COAL.

WASHINGTON, May 30th.

In the Senate Senator Walsh introduced a resolution urging an embargo on the export of coal.

AMERICAN RAILWAYS.

WASHINGTON, May 30th.

A special Railroad Committee has been appointed to co-operate with the Interstate Commerce Commission to expedite transportation.

HAVAS REVIEW.

PARIS, May 29th.

A Havas message says: M. Millerand, speaking in the Chamber of Deputies, yesterday, on the Lympne Conference, said he had been urged by previous speakers, Socialists and Conservatives, to guard jealously the French right to reparations in full and only grant concessions in exchange for very material guarantees. This M. Millerand promised to do, but he, at the same time, asked for the Government a vote of confidence which would enable them to negotiate at Spa with free hands.

"No fixed sum was agreed to at Lympne," said M. Millerand. "Indeed, the very nature of the negotiations between Mr. Lloyd George and myself alone, without representatives from the other Allies, showed that it was merely a conversation at which nothing could be definitely fixed."

"The sum which had been mentioned," he added, "had given rise to misunderstandings. It was simply the equivalent amount at the rate of exchange of the day, according to Paragraph 2 of Article 23 in the Treaty which required Germany to pay compensation. France's claim amounted to between 200 and 310 milliards of francs, representing about 70 milliards gold marks, at the rate obtaining on May 15th. Neither priority nor Germany's ability to pay was discussed. There were two methods to choose from: one was to wait four or five years when large instalments would be due, the other was inspired by the principle that it was imprudent to sit still and do nothing with one's eyes fixed on the 'terra incognita' of promises. The reality is the only reality we have. The reality is the Rhine Territory, and we are not disposed to give it up."

DEATH OF DR. MORRISON.

LONDON, May 31st.

The *Times*, in a leader, regrets the death of Dr. Morrison, a great servant of the Empire and the *Times*. Into a life comparatively short in years but rich in the fulfilment of public duty, says the journal, he crowded such a series of romantic adventures as have fallen to a few, if any, of the British race since the Elizabethan age. The guiding principle of his career was his faith in the mission of Great Britain and his determination to use his exceptional abilities in its interest. Happy is the Empire and the journal which can command such devotion.

DEFECTS OF JAPANESE FOREIGN POLICY.

LONDON, May 31st.

In the last of the Far Eastern articles in the *Times*, Mr. Bland declares that it is impossible for the outside world to take Japanese liberalism as seriously as it would wish, as long as the real direction of Japan's foreign policy rests not ostensibly with a responsible Cabinet but with the Military General Staff, or as long as the power of the Diet continues to be limited to mild obstruction. It will be time to believe that the Military Party's proceedings are seriously disapproved when the Kenseikai or the Press publicly insists on the rights of the Government to appoint a civilian as head of the War Ministry. The crucial test of the strength of liberalism in Japan now confronts the country in the matter of its future policy in China. So far that policy has always reflected the aggressive plans and tendencies of the fighting clans, a fact which nearly everyone professes to deplore, but which no public man ever dares to attack openly. It is significant that even the leading intellectuals and aristocratic young radicals all fight shy of tackling this question in real earnest. This is attributable to the faulty system which is still the strongest moral and political force in Japan.

Two new launches are being built for the "WALLA WALLA" Boat. Phone No. 3516.

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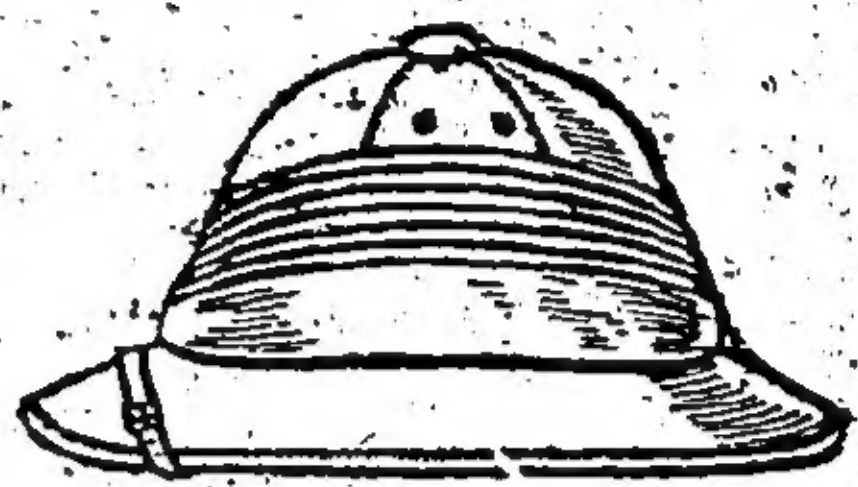
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MOTORCYCLES
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TWO STROKE-2½ HORSE POWER.

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MANHATTAN

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GIN

COCKTAIL

CALDBECK, MACGREGOR & CO., LD.

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Hongkong.

NOTICES.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.
Public Auctions

THE Undersigned have received instructions to sell by Public Auction, on
FRIDAY, June 4, 1920,
commencing at 10.30 a.m.
at Messrs. Tse Fat's Godown,
Kennedy Town,
(For account of the concerned)

1063 bags Tonkin Rice
(Stored in above Godown).
116 bags Tonkin Rice
(Stored in No. 11 Godown,
Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
Kennedy Town).

380 bags Tonkin Rice
(Stored in No. 12 Godown,
Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
Kennedy Town).

50 bags Tonkin Rice
(Stored in No. 10 Godown,
Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
West Point).

Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

on
FRIDAY, June 4, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street,
(For Account of the Concerned),
1 White Enamelled Pedestal Lavatory
with fittings.
1 Roll Printed Linoleum.

Also
A Quantity of Sundries.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, May 31, 1920.

on
FRIDAY, June 4, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street,
A Quantity of
Valuable Household Furniture,
Comprising:—

Very finely carved blackwood, tables
lady's desk, armchairs, flower stands &
stools, silk tapestry covered drawing
room upholstered chairs, Nikko carved
sofa couch, invalid chair & table,
carpets, rugs, pictures, glassware, din-
ner crockery, brass fender & fire
brasses, very finely carved Cherrywood
dressing table, Japanese ware colours,
brass flower pots, ornaments, marble
top washstands, etc., etc.

Also
1 Cottage Piano by S. Moutrie & Co.
Ltd.
1 Enamelled Bath.
2 Treadle sewing machines,
1 Feather Tyre Ricksa.
On view from Wednesday, the 2nd
June, 1920.
Catalogue will be issued.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, May 28, 1920.

By Order of the Mortgagees

Messrs. LAMMERT BROTHERS
have received instructions to sell
by Public Auction

on
WEDNESDAY,
the 9th day of June, 1920, at 3
o'clock in the afternoon, at their
Auction Room in Duddell Street, Victoria,
Hong Kong.

**THE VALUABLE LEASEHOLD
PROPERTY.**

situate at Cheung Sha Wan in New
Kowloon and registered in the District
Land Office as **THE REMAINING
PORTION OF LOT 916, THE RE-
MAINING PORTION OF LOT 918,
LOT 921 and SECTION A OF LOT
922, in Survey District No. 4.**

IN ONE LOT.
The property is known as the "Kai
Garden" and comprises well laid out
flower and vegetable gardens and a
pavilion with residential quarters ad-
joining thereto, all artistically designed
in the Chinese style. Its area is about
21,000 sq. ft.

For further particulars and conditions
of sale, apply to:
Messrs. DEACON LOOKER
DEACON & HARTSON,
1, Des Voeux Road Central,
Vendors' Solicitors,
or to
Messrs. LAMMERT BROTHERS,
The Auctioneers.
Hongkong, May 22, 1920.

FOR SALE.

One Complete Set of 25 Volumes
ENCYCLOPEDIA BRITANNICA
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Apply
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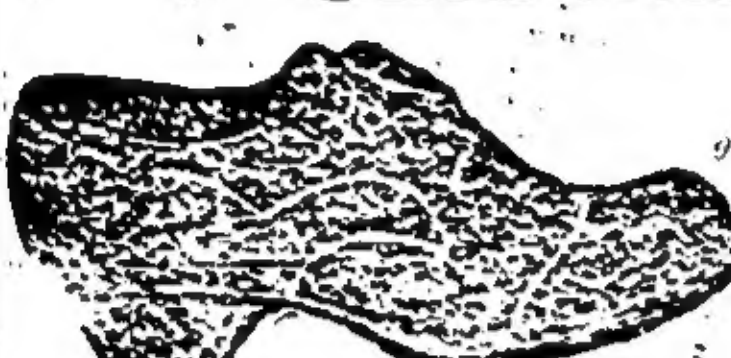
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**WAR and ARMISTICE
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Many varieties and values of
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CATALOGUES and ALBUMS
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Hongkong, March 20, 1914.

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

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reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
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Virginia Cigarettes

It's the same sweet
"Three Castles"
Virginia Cigarette you
have always smoked,
made in a larger size.
Ask for the
Magnum size.

"The larger
Cigarette with
a Pedigree"

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

THE CAPSIZING OF THE
CLAN GORDON.

The Board of Trade have issued
the following report of a formal
investigation held at Glasgow on the
14th, 15th, and 17th days of January,
1920, before William Harvey,
advocate, Sheriff Substitute of
Lanarkshire, assisted by Commander
Graves, O.B.E., R.N.R., Captain Peter
William Tait, and A. Scott Younger,
into the circumstances attending the
capsizing and loss of the British
steamship "Clan Gordon," of Glasgow,
No. 111269, in or near lat. 53deg.
5min. N. long. 7deg. 12min. W.,
North Atlantic Ocean, on or about
the 30th day of July, 1919, whereby
loss of life ensued. The inquiry was
reported in *The Journal of Commerce*
at the time.

The Court having carefully inquired
into the circumstances attending
the above-mentioned shipping
casualty, finds that the reasons stated
in the annex hereto, that the cap-
sizing and consequent sinking of the
vessel were caused by loss of stability,
which was due to a serious error of
judgment on the part of the master,
Mr. John Gray McLean, in pumping
out the Nos. 1 and 2 ballast tanks,
when to maintain stability they
should have been allowed to remain
full.

ANNEX TO REPORT.
The "Clan Gordon," official No.
111269, was a steel screw steamship,
built at Sunderland in 1900 by
Messrs. William Dornford and Sons,
Limited, and she was registered at
Glasgow and classed by the British
Corporation. The dimensions of the
vessel are—length 355 feet, beam
45.65 feet, and depth in hold from
tonnage deck to ceiling at amidships
24.7 feet. She was fitted with triple
expansion engines of 2080 indicated
horse power which gave her an
average speed of 10 knots. Her
gross tonnage was 2285.55. The
owners of the vessel were the Clan
Line Steamers, Limited, of 109 Hope-
street, Glasgow, and Mr. Thomas
Barr of the same address, was
designated the person to whom the
management of the vessel was
entrusted by and on behalf of the
owners.

The vessel was built to Dornford's
patent turret deck type with a flat
plate keel, and bilge keels fitted for
the length of flat amidships. The
propelling machinery was fitted amid-
ships, and she had a cellular double
bottom fore and aft, which was sub-
divided transversely into 6 separate
watertight compartments, with after
peak tank, and deep tank forward of
boiler room to weight of main deck.
The double bottom under the deep
ballast tank was a separate water-
tight compartment. None of the
ballast tanks was subdivided longi-
tudinally. The screw spaces, and
officers' and other accommodation
was placed above the turret deck.
The "Clan Gordon" at the time
of the casualty had on board four
lifeboats, six lifeboats, six life-

buoys, and 68 life jackets. The
lifeboats were fitted amidships, one
on each side of what is termed the
fiddle deck. Three of the lifeboats
were stowed on the poop and three on the
fiddle deck between the lifeboats.
Each member of the crew was sup-
plied with a life jacket, which was
kept either in the man's bunk or in
a handy position thereto. The ship
was efficiently manned by a crew of
62 all told.

The vessel was dry docked in New
York, and certain repairs were carried
out, including patching of No. 3
ballast tank. This tank appears to
have been in a somewhat doubtful
condition, but according to the
evidence it was tested when repairs
were completed, and found to be
tight. As no material issue depends
on the state of this tank the court
attaches no importance to its con-
dition.

The cargo, consisting of case oil
and bags of wax, appears to have
been properly loaded and stowed,
and when completed the holds were
all quite full. In addition to the
cargo (4,432 tons) the vessel had on
board 770 tons of bunker coal.

During the loading Nos. 1, 2, 5
and 6 water ballast tanks were filled,
but Nos. 3 and 4 were pumped out
before loading was completed. This
left Nos. 1 and 2 full, giving a
weight of 290 tons water, and with
this total weight of approximately
5,600 tons on board the draught of
the vessel was 22ft. 11in. The
master allowed that she would rise
3in. when she got into salt water,
and the draught of 22ft. 8in. is
accepted.

The "Clan Gordon" left New York
on the 18th July, 1919, bound for
Daly and another port in North
China, via the Panama Canal, at 5
p.m. and discharged her pilot at 6.30
p.m. and the master stated that
shortly afterwards he tested the ship
for stability by putting the helm
hard over each way and found that
she was quite stable. It appears
that he had decided to pump out
Nos. 1 and 2 tanks before sailing,
but for some reason deferred this
operation until after leaving the port.
He was closely questioned by the
court as to his reason for taking this
ballast out of the ship, and he stated
that as he had no doubts whatever
as to her stability under the prevail-
ing conditions, he simply wished
to improve her trim and thereby
probably increase her speed, and
enable her to better withstand bad
weather—the bad weather which
might be expected in the hurricane
season in the Gulf of Mexico. On
July 30, the sea being moderate with
light N.N.E. wind, the master about
8 a.m. ordered these two tanks to be
pumped out, and at noon the chief
officer reported to him that No. 1
was empty and that No. 2 had been
started. During the afternoon it was
observed that the vessel took a list
of about 5 or 6 degrees, but this
caused no alarm, as this big No. 2
tank holding 126 tons, was being
emptied, it was stated by several of

the witnesses that this list was some-
what less about 4 p.m. but there is
some doubt on the matter. About
4.30 p.m. the master, intending to
take bearings for compass error, told
the quartermaster to port the
helm and immediately this was
done and the vessel commenced to
swing, she started to heel
over to port and went over to
about 60 or 70 degrees. The master
at once saw the serious position, and
ordered the boats to be cleared and
lowered, but this was found to be
impracticable, and the final stages in
the casualty occurred so quickly that
it was a case of every man for him-
self. The chief officer stated that he
cut the falls of the boats on the port
side, which were then washed and
partly filled with water. Unfor-
tunately the heeling over had
occurred so suddenly that the second
engineer, who was on watch in the
engine-room at the time, had no
opportunity of stopping the engines.
Indeed he stated in court that he
received no orders to do so, and he
had to hurriedly get out of the
engine-room by walking up the front
of one of the main columns. There-
fore the vessel continued to have
considerable headway and the boats
quickly drifted clear of the ship.
The same cause affected the rafts,
and although a number of men were
able to get on to them, the majority
had to take to the water and keep
themselves afloat as well as possible
until help arrived. Fortunately the
life jackets were handy, and these
appear to have been utilised fully.

The vessel had by this time turned
bottom up, and all hands were clear
of her, most of them swimming and
kept afloat by various means. The
weather was fine, with a light N.N.E.
wind and slight sea, and fortunately
at this time the s.s. "Abangarez" was
in sight and bore down to the scene.
The survivors were all picked up, but
three men were missing, viz., the
wireless operator and two, Lascars,
another Lascar, an old man, died soon
after being taken on board the rescu-
ing steamer. As far as could be
ascertained good discipline was main-
tained on the "Clan Gordon," but the
casualty occurred with such sudden-
ness that as stated before, it was
quickly a case of every man for him-
self—no evidence was forthcoming as
to the actual manner in which the three
men lost their lives and the fourth
received such injuries as to cause his
death, but probably they could not
swim, or they may have received
injuries when trying to get clear.
The wireless operator was standing
with the third officer amidships when
the vessel heeled over, and as the
port side went under they were
washed aft under the whaleback.
The officer got clear, but the wireless
operator was not seen again.

In reviewing the whole of the
evidence the court found:—
1. That the cargo as loaded was
for practical purposes homogeneous,
and filled completely the cubic space
in the holds and lower deck.
(Continued on Page 2)

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By taking our "ROOSTER BRAND" MACARONI, PASTE STARS,
EGG-NODDLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY
you will have no complaint of any kind of sickness, as all our Products being
manufactured from flour of the best Quality and under the most Sanitary
Method can be easily digested and give you GOOD HEALTH & STRENGTH.
Large quantities have been exported to various parts of the World.
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and Shanghai, No. 71, North Soochow Road.

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JUST ARRIVED
Ladies' Trimmed and Untrimmed HATS for Summer
Latest Style.
Prices to suit all purses.
POHOOMULL BROS.
Telephone 1468. 36, QUEEN'S ROAD CENTRAL.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—
THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL.

J. H. TAGGART,
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THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
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KING EDWARD HOTEL

CENTRAL LOCATION
ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
A European Bath and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address:—"VICTORIA"
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PALACE HOTEL

KOWLOON.
(Two minutes from Star Ferry).
Recently renovated and refurbished, electric lights and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.:—"PALACE"
J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(ONE OF THE AMERICAN HOTELS IN THIS COLONY).
ICE HOUSE STREET.
Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietor. Launches meet Passenger Boats.
Telegraphic Address:—"CARLTON"
Mrs. F. K. CAMERON.

BLUE
BIRD

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PARLOUR**
AND CONFERENCE ROOMS



CHOCOLATES
Plain Sweet Vanilla Chocolate
Cocoa
Home Made Assorted Chocolates
Biscuits, Meringues and Buns
Chocolate, "Star" Chocolate
Cocoa, "Star" Chocolate
Espresso Coffee, 25 cts. per lb.
Cocoa, 25 cts. per lb.
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BOSTON CANDY STORE
12 Queen's Rd. C.
Opposite the Royal Theatre.
Candies
Ice-cream
Soda
CALL BETWEEN ACTS
TELEPHONE ORDERS FILLED.

FANG YUK, Director.
The 1st SIKH KING.
14, D'ARCADE STREET.
TERMS VERY MODERATE
Consultation free.

FRENCH LESSONS
O. MOUSSON.
15, MORRISON HILL ROAD.

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AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
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PROPRIETORS
"To-Kwa-Wan" Coal Storage.

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"MEXICO" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction (For Account of the Concerned)

SATURDAY,
June 3, 1932, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

**USEFUL HOUSEHOLD
FURNITURE, &c.**
&c., &c.
(Removed to Sales Rooms for Convenience of Sale).

Also
An assortment of Office Furniture, &c.
Two Clocks, two Niche.
And
One American made piano in very
good condition.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong June 1, 1932.

(FOR ACCOUNT OF THE CONCERNED)

SATURDAY,
June 3, 1932, at 10.30 a.m.,
at their Sales Rooms,
No. 8, Des Voeux Road, Corner
of Ice House Street.

INDIAN MOTOR CYCLE.
Light Weight.
New Splendid Magneto. Complete
with Lamp, horn, &c.
Good running order.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 31, 1932.

TAIYO & CO.

TAIYAN
BOOTS AND SHOES
MADE TO ORDER.
No. 12, WING LUN ST.



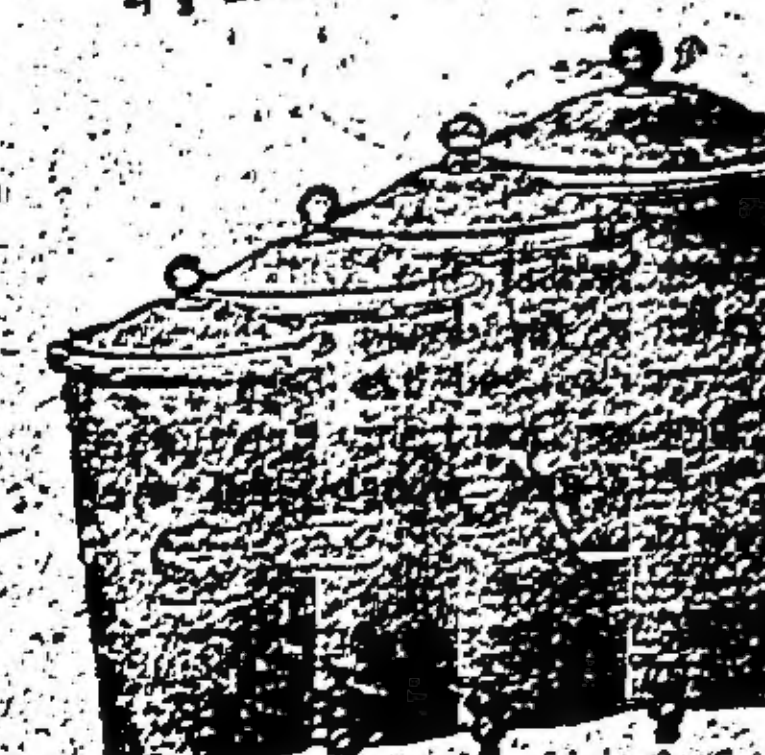
HOW TO AVOID INFANTILE

AILMENTS.
When there are diseases prevalent in the season, it is the most dangerous to infants and so. Great Care must be taken in feeding them with proper food otherwise they would give their mothers a lot of trouble. To avoid the trouble is to feed them with LACTOGEN which resembles human milk. It is easily digested and promotes healthy appetite. It keeps the infants thriving and free from all infantile ailments.



SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 47 & 49, Des Voeux Road Central, Hongkong.
Telephone: 3104, 3223 & 3224.

Just arrived
a large assortment of
FILTERS
1, 2 Gallons up to 4 gallons.



C. E. WARREN & CO., LTD.
Nos. 20 & 22, Des Voeux Road Central.
Established 1900

INTIMATIONS.

G. R.

IMPORTS AND EXPORTS OFFICE.

KING'S BIRTHDAY.

THIS Office will be opened for all purposes from 9 a.m. to 12 Noon on THURSDAY, the 3rd June, 1932. Licensed Warehouses cannot be opened on that day.

C. W. BECKWITH,
Superintendent,
Imports and Exports.
Hongkong, May 29, 1932.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on THURSDAY, the 3rd June, 1932.

Hongkong, May 29, 1932.

NOTICE.

MR. S. HAMER, having by mutual arrangement severed his connection with the undersigned, ceases as from this date to Sign our firm-name per procurator.

E. A. BEAUMONT & CO.
Dated this 1st day of June, 1932.

NEW LOAN OF 4 MILLIARDS

FRANCS.

in

5% PREMIUM BONDS, CREDIT

NATIONAL.

The Bonds are of 500 Frs face value.

PRICE OF ISSUE 485 FRANCS

8 drawings a year amounting to

30,000,000 Francs

with the following prizes

1,000,000 Francs

500,000 "

200,000 "

100,000 "

50,000 "

The prizes drawn will be free of any

taxes, present or future. The Bonds

bear interest on and after the 15th of

June, 1932.

Applications will be received till the

4th of June, 1932, by

THE BANQUE DE L'INDO-CHINE.

where full particulars may be obtained.

L. BERINDOAGUE,

Manager.

Hongkong, May 27, 1932.

REPULSE BAY HOTEL.

TO-DAY

WEDNESDAY, June 2nd.

TEA DANCING from 4 to 7 P.M.

DINNER DANCE from 8 P.M.

TO-MORROW

THURSDAY, June 3rd.

(KING'S BIRTHDAY)

ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

FRIDAY, June 4th.

ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

SATURDAY, June 5th.

TEA DANCING from 4 to 7 P.M.

DINNER DANCE from 8 P.M.

SUNDAY, June 6th.

ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

FLYING—THURSDAY, FRIDAY,

SATURDAY AND SUNDAY.

Each Day Commencing at 2.30 p.m.

Tickets for flights and full particulars

may be obtained at the Hongkong

Hotel Main Office, or at Repulse Bay

Hotel.

INSURANCE: Personal accident

insurance can be effected at the time of

Booking covering all risks whilst Flying.

Rates including benefits from \$5.00

covering \$2,500, to \$50,000—covering

\$25,000.

Intending passengers should bring

their own dust coats or Mackintoshes.

Caps and Goggles will be obtainable

at the Repulse Bay Hotel.

J. H. TAGGART,

Manager.

Hongkong, May 27, 1932.

SAVARESSE'S

SANTAL

CAPSULES

PHYSICIANS RECOMMEND THEM.

MUMEYA

Japanese Photographers.

All kinds of Photography Work done

in latest styles also Passport Photos.

Developing and Printing for

Amateurs a Speciality.

No. 24, Queen's Road Central.

Tel. 364.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.

Each additional word 4 Cents for 3 insertions.

WANTED.

WANTED.—An Experienced BOOK-KEEPER capable of undertaking expert business is open to engagement. Apply Box 1301 c/o "China Mail."

TO BE SOLD.

TO BE SOLD.—At once, The Astor House Hotel as a going concern. Apply 32, Queen's Road Central.

TO LET.

TO LET.—A SHOP in Nathan Road, Kowloon. Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

LOST.

LOST.—At the Peak, a small Black & White JAPANESE POODLE. Answers to the name of "TODDLES." Finder will be Rewarded. Box No. 1300, c/o "China Mail."

FOUND.

FOUND.—A PURSE in St. Joseph's Church yesterday Morning. Same can be had on application to Father Augustin.

FOR SALE.

FOR SALE.—FOURTER PUP, (Dog) 5-months old. Apply Box 1302, c/o "China Mail."

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE. CABLE LAD 5" to 15" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co. General Managers.

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FOR

LADIES & GENTS

High Quality Goods

At Moderate Prices.

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THE FUTURE OF INDIA.

INDUSTRIAL AMBITION AWAKENING AMONG THE EDUCATED.

Indications of a transformation in India that will usher in an industrial and scientific age and even tend to root up the caste system in India are seen by Sir Alfred Bourne, K.C., I.E., C.I.E., F.R.S., Director of the Indian Institute of Science, who is in Colombo on a short visit from India, where he has spent 35 years in educational and scientific work.

The turning of the educated Brahmins to technical study, has been revealed in the first ten years of the institution's work and Sir Alfred sees the dawn of a day when the old hard and fast lines of society in India will disappear. The Institute which at its inception, could find no Brahmin students now has a majority of Brahmins in its technical classes, and these have begun entering activities of trade which have formerly been barred to them by the lines of caste. In one case educated Brahmins have entered upon the manufacture of glue, which has always been at the bottom of the list for high caste employment.

"I believe that the Brahmins especially, and other castes of India also, are coming to understand that something is needed in India to furnish employment for the brains of the country," he told a representative of the Times of Ceylon. India needs, to produce something beyond the raw material for commerce, and the people of India are entitled to some field for their mental development, in addition to the law and politics. There are many branches of science that are useful in industry, especially chemistry, and these are the branches that are being emphasised at the Institute.

The educated Indian is not so well fitted for commerce as the Japanese is, but he is a student and is capable of founding industries in India such as paint manufacturing, the production of white lead, glazed tiles, coconut oil, and other lines that are made possible by the resources of India. It is certain that the lack of these fields in India leaves nothing for the educated classes, but the law and politics, each of which has a tendency to more mischief instead of the solid productive pursuits that India needs.

Sir Alfred says that, even though the Indians should enter export trade eventually, it could not be regarded as competition for British workmen. In view of the set back to production which Great Britain has received following the war, the raw materials of India are not so urgently needed in England as they were before the war. To develop these in India, for Indian consumption, at least, is working no hardship and serving great needs of the Empire by furnishing Indians with legitimate activities for brain and energy.

Sir Alfred, in addition to his connections with the Bangalore Institution, has held posts as Professor of Biology, the Presidency College, Madras, and Director of Education, Madras. He has had published many text books on scientific and biological subjects.

REAL COST OF LIVING.

EXTRAVAGANT ESTIMATES CHALLENGED.

Sir Henry Morris, in a letter published in The Times on April 6, submitted that the essential cost of living did not justify a demand for an increase of wages or salaries exceeding 50 or 60 per cent., and that those who demanded and got more were not bearing their proper share of the after consequences of the war. To illustrate his argument, he gave a summary of his own household expenses. Comparing the aggregate cost for food, drink, laundry, coal, and all the ordinary requisites of housekeeping for the three years 1912-14 with that for three years 1916-19, he found that the increase in the latter, equalled 13.9 per cent. Comparing 1916 with 1919 the increase in the latter year was 23.3 per cent. and in 1916 the increase over 1913 was only 1.05 per cent.

Sir Henry Morris has since received many letters supporting his contention. A Horsham correspondent, who has kept detailed accounts for the last 25 years, gives the cost of food for 1913 as £277 10s. 6d., for 1917 as £285 4s. 11d., and for 1919 as £279 4s. 10d. The headmaster of a well-known grammar school estimates the increase in annual expenditure at 25 per cent. and gives this as the increase which the governors of the school are allowed to add to their previously small charges for the board of resident pupils. A third correspondent takes the figure 10s for expenditure in 1913 and gives 12s. as the corresponding figure for 1919. In a fourth case the increase for 1919 over 1916 is stated to be 25 per cent., this being in respect of food alone.

The moral of the letters is that where fixed incomes or allowances make careful buying and economy imperative, households have been able to keep their expenditure at a much lower level than is generally regarded as possible on the basis of the 1913 cost of living.

NOTICES.

Tel. 1036.

Tel. 1036.

GARAGE ACCOMMODATION

FOR PRIVATE CAR OWNERS.

THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month.

CARS GARAGED at PRAYA EAST of

WANCHAI - \$20 per month.

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Sir R. Burnett & Co's Fine
Old Tom and Fine Unsweetened.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TEL. 616.

Wm. **Powell** Ltd
TELEPHONE 346

NEW COTTON VOILES

A large range of CHARMING COLOURS

PLAIN and FANCY

DEPENDABLE in the WASH.

UP TO DATE ZEPHYRS

TARTANS, STRIPES, and SMALL CHECKS,
FAST COLOURS.

PATTERNS SENT ON REQUEST.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, JUNE 2, 1920.

ADVERSARIA.

On Tuesday evening, three while striding the DECADES, University Registrar, the Adversarian confessed in passing that he had been engaged in newspaper work for thirty years. A reader seizes upon that casual remark, and writes: "You must have had many remarkable experiences. Why not tell us some?" The objection is this. Once embarked upon the job of talking about himself, always a fascinating business, the Adversarian might not know when to stop, for three decades of active journalism certainly do include a vast amount of copy. However, when things are slack, no strifes, and we are bored in our dug-out, we may venture on a reminiscence or two.

The reader-mentioned LIBELS is curious to know how many libel actions have been suffered. He would be surprised to hear how few they were. Our first was when we were a "black and white" man. We began journalism as an illustrator, and only when photography and the development of process-blocks made its earnings precarious and thin did we take to scribbling. Our first libel was in a comic picture. The proprietor was a Club man, and a fellow member of his was a Social Climber, a newly-rich, rather absurd person, who took to the hunting field late in life, and made rather an ass of himself. One day the proprietor brought to us a photograph of this person, and said: "Make a drawing of this man falling off his horse in the hunting field. There's a joke going round about him." Perhaps we did exaggerate his speech too much, or perhaps we added a chin too many. Anyway, he sued the paper for libel, and got a halfpenny as damages. But that halfpenny carried costs, and those costs, taxed, cost the paper £600! Remind us, one of these days, to tell you about a libel action in which the plaintiff, a male, had been accused of wearing corsets. At present we have other fish to fry.

The natives of Salvadorador can neither read nor write, but their happy days are numbered. The Baptist church is

going to spend \$3,000,000 on their conversion. Their capacity for resistance is not so great as that of the Chinese. Do you remember what Henry Ward Beecher said of the Chinese? "We have clubbed them, stoned them, burned their houses and murdered some of them, yet they refuse to be converted. I do not know any way except to blow them up with nitroglycerin, if we are ever to get them to heaven."

There are at least two persons in Shanghai who think that "sorority" is an "ugly" word, and have said so in print. They both, apparently, accept "fraternity" as all right. What makes verbal ugliness? They blame America for "coining" the word, but it is older than that, and we see no ugliness in it. "Sisterhood" doesn't give the exactly up-to-date shade of meaning it carries, just as "brotherhood," strictly used, means a little more than fraternity. We repeat: what makes a word "ugly" to such foolish critics? Two many "r's"? In that case they would object to "river," which is a beautiful word, or to "borrower," which is Shakespearean. Besides, fraternity, which they swallow, has as many. Such talk of ugliness is thoughtless and silly so long as a word has rhythm, and can be smoothly uttered. Where's their authority for damning sorority? Through all eternity, good as fraternity, this very word they pretend to dislike, is lawfully gotten (their comments are rotten) Yes, girls, believe us, sorority's right.

Mark them well THEIR REAL while they talk REASON, and if you are not afraid of offending them, cross-examine them and watch their shifty looks, their hesitant utterance, their emotional discomfort. They condemn on the ground of taste, asserting this and the other fault, but their real reason is had conceit and fear. Suppose that a kinema photographer were permanently stationed at the corner of Lyndhurst Terrace, continuously filming the traffic. Do you think that some who figure in that traffic would not stay away, if they couldn't first, by protest, get the camera man to go away? The China Mail is a camera. Mark with the demeanour of those who condemn it. If they have nothing to hide. An Old Resident, in for us that he really believes Hongkong is a little better than it used to be, because of our efforts, and bids us persevere. We will.

The Shanghai Mercury reports the presence of a Chinese Bolshevik in Shanghai. Its news item, like Miss Wardie's Fat Boy, made our flesh creep. Then we analysed it, and our flesh began to behave normally again. The Chinese was a servant, arrested for petty thefts from a Russian. He had been in Vladivostok (the plot thickens) and he actually "spoke Russian." How many words is not stated. The Russian said the defendant had been captured by the Reds, but escaped, and served in the White army. The defendant in the dock was cheery. The British Assessor, probably in humorous allusion to the thefts, said that the defendant had come to Shanghai with the Bolshevik idea of "community of property." Eighteen months jail—expulsion to follow. According to that every thief is a Bolshevik. We regret that this one authentic instance of a Chinese Bolshevik should fizzle out as it has done, but we cannot help it. We will try to take better care of the next one.

The Chinese young ladies at the school over the way yesterday afternoon of "God be with you till we meet again." That promised event took place at ten a.m. this morning, when they gave us eleven stanzas of "Throw out the life-line," *de capo*. The next dollar we give to the missionaries will be a trouser button.

Alexandre Miller, the French premier, spoke very plainly in the message that came from the Havas agency last evening. He spoke of the doubtful indemnities, but pointed out that the Rhine territory was a real asset. They had it, and were not disposed to give it up. Now we know.

The s.s. Jehangir, S.S. JEHANGIR, (Capt. A. Jenkins) has just completed a remarkable voyage. After lying for six months or more at Taikoo, she put to sea again yesterday and was successfully navigated to the vicinity of Stonecutters, where she is now at anchor, and inhabited by court bailiffs. She is to be sold. As she left Taikoo she was decorated with huge placards, "We'll be back soon," "Waitress wanted," "Not open on Sundays," and the like. Some of the Taikoo employees are said to have wept as she went.

There was a dog fight in Wongsai-ching road last night. Every time one of the big dogs barked, a little dog half a mile away, on the Police Club tennis court, lifted up its head and yapped. It may strike you as quite irrelevant, but we were reminded of the incident when we read the Morning Post leader this morning, on the University sensation, with its doubly split infinitives: its future assurance that things already published were merely a "regrettable crop of rumours and misunderstandings," and its effrontery in asserting that "we must now have faith in the assurances of the Registrar." The China Mail has conclusively demonstrated the value of the Registrar's assurances, with a deep, deep bark. The little dog on the Police Club tennis court has yapped. Such behaviour has its humorous side, of course, but it is also impudent. Hence this growl. We will not do all the spade work, take all the risk, and then tolerate such cheeky suggestions that everything is for the best in this best of all possible Universities, and that the China Mail was wrong all along. Especially when it is apparent that the verbal fandango danced on our private grassplot was scribbled in a state of abysmal ignorance of the real issues. The chief object," says the sapient scribe of this superfluous utterance, "should be to obtain the utmost value for the outlay." The chief object should be not to lay out what you haven't got, is our amendment, and we suggest that it applies with equal force to the University Council and to the leader-writer now reprimanded.

The new road round the island, or part of it, was closed yesterday, owing to damage by the rains. The new pier at Repulse Bay is much discussed. Even at low water, it is inaccessible from the shore, and, of course, anyone landing on it from a launch is unable to get ashore without wading. In this connection we have a suggestion to make. The beach is littered with stones, which have to be removed in order to make it safe and comfortable for bathers. At present it is no one's business to hire coolies to remove them. We suggest a little bit of pleasant civic enterprise to the bathers, such as cleaned up the famous Walkiki beach at Honolulu. If every bather, man or woman, picked up one stone, and carried it and dropped it on the line between the new pier and the shore, the beach would be improved, and a fine new causeway

would be made free of cost to the public. Enthusiastic young men would, of course, carry more than one stone. It would not be injudicious, tucked in the right spirit, and in days to come we could all point with pride to the causeway and say we had a hand in making it. If the P.W.D. butts in, jealously, tell us, and we'll improve 'em.

LOCAL AND GENERAL.

Today's dollar is worth 4s. 13d.

For snatching some money from a hawker's stall, a Chinese was this morning given six weeks' hard labour by Mr. N. L. Smith.

The parade at Happy Valley which was to have been held to-morrow has been postponed. At noon to-morrow His Excellency will hold a reception of the Foreign Consuls, at Government House.

Inspectors Cashman and Watt and Sergeant Swan and Macdonald of the Hongkong Police Force are going home on leave by the s.s. "Delta" on Saturday. Inspector Watt will be accompanied by Mrs. Watt and family.

Mr. Li Ping, the contractor, says he did not discover the corpse on Pokfulam Road, as reported in yesterday's China Mail. We believe him, of course, and that a mistake has been made; but must point out that his name is entered on the Police report concerning the discovery.

An earth coolie employed in connection with some construction work at Repulse Bay, was this morning charged by Inspector Kent with the theft of some clothing valued at \$62, the property of his folks. The inspector said the defendant suddenly got greedy, and ransacking the matbed used as a common-dwelling by the defendant and his folks, he absconded. A coolie foreman saw the defendant walking in Wongsai-ching Road yesterday, wearing a suit of clothing belonging to him, and had him arrested. His Worship asked if the defendant would meet with any difficulty in disposing of the other clothing he had stolen. The inspector said he would not, he could easily pledge them at some pawnshop, where questions are rarely asked. His Worship remarked that the defendant did not appear to him to be a professional thief. The inspector agreed. Four weeks' hard labour.

Two Chinese women were this morning charged before Mr. N. L. Smith at the Magistracy, with receiving and harbouring a 13-year-old unmarried girl, against her guardian's consent. The case was remanded. The facts of the case are that when five years old, the girl was sold to a woman in Shanghai. She grew into a pretty little maid, and a nephew of the adopted mother fell in love with her. He brought her to Hongkong and then went to live in Macao. After some time, he told her he was going to sell her, and promised to give her half the proceeds of the sale. She apparently had no objection, for he took her to the house of one of the two defendants and kept her there for a while. One day the second defendant made her appearance, and told the girl that she was being watched by the Macao Police, and that they had better come to Hongkong. In Hongkong it was arranged to sell the defendant for \$100. In the meantime, before the deal was closed another nephew of the girl's adopted mother, saw her sitting in the verandah of a house eating rice, and informed the Police. Investigations were then made, and the two defendants were arrested. The girl's lover has disappeared.

TO-MORROW'S REVIEW.

To-morrow is the birthday of H.M. the King. In celebration of this event a parade will be held at Happy Valley, at 9.30 a.m. This is expected, will be of a very impressive nature as the following units will attend: the Royal Navy, Royal Artillery, H.K. and S. R.G.A., Royal Engineers, 2nd Bn. Wiltshire Regt., 2nd Punjab and 74th Punjab. H.E. the Governor will attend and on his arrival the salute will be given and the Union Jack broken out. The parade will be inspected, His Excellency then returning to the saluting base. A Royal Salute will then be fired by the H. K. and S. R.G.A. After the 7th 14th and 21st rounds of the salute the troops will fire a feu-de-joie, at the conclusion of which the Royal Salute will be given while the band plays the National Anthem. The salute being completed His Excellency will call for cheers for His Majesty. The parade will then march past in column of companies, the band of the 2nd Bn. Wiltshire Regt. playing for those units which have no band of their own. After the march past in the evening a levee and ball will be held at Government House. The military dress for the occasion has already been commented upon in the China Mail.

THE KING'S BIRTHDAY.

ARRANGEMENTS FOR THE RECEPTION AND BALL AT GOVERNMENT HOUSE.

On Thursday evening His Excellency the Governor and Lady Stubbs will receive guests in the Ball Room at 8.15 p.m. there being a Private Entree at 9 o'clock for those who have received Private Entree cards. Guests are kindly requested to arrive promptly and to bring with them a card with their name written thereon to be handed to the Aide-de-Camp in the Ball Room.

The Ball will commence at 10 o'clock, and at 11.30 p.m. Supper will be served downstairs in the Supper Room.

The regulation of chairs and other conveniences will be under the control of a Police Inspector to whom guests requiring any information should apply.

Special Trains are arranged for the following hours:—1 a.m., 1.30 a.m., 1.45 a.m., 2 a.m. and 2.15 a.m. A Special Ferry will leave for Kowloon at 2 a.m.

"COMMANDER HENDERSON" AGAIN?

Three Europeans—one dressed in white with a straw hat, and the other two in white trousers, black coats and topees—hired a motor car last night, and after a good time, they stopped the car in Wyndham Street, opposite the Dairy Farm, well after midnight. A lengthy and rather noisy conference was then held as to who should pay the car off. Unable to come to a decision after a quarter of an hour, one of the "black coats" rode off in a chair, leaving the others to argue the point. Eventually the man in white walked—or rather staggered—away. Apparently he was the man who hired the car, for the chauffeur followed him. The following conversation then took place:

Man in white: What are you following me for?

Chauffeur: I want money.

Man in W: You go to hell, I have no money.

The chauffeur continued to follow. Man in W: Don't follow me, I want you.

Chauffeur: You pay for the car.

Man in W: I asked for a chit. You have no chit with you, so you get no money.

Chauffeur: You no can sign chit. Must pay cash.

Man in W: Go away, damn you (making a hit at the chauffeur with a stick, just missing his face by the fraction of an inch).

The chauffeur continued to follow, and they disappeared out of sight, arguing the point all the way.

Meanwhile, the other "black coat" sat on the foot board of the car. After a while, when the chauffeur did not return, he amused himself by playing a tune on the hooter.

Eventually, the purr of a starting car was heard (in regions of a t.a.m.), and many a "thank God" escaped the lips of the peaceful citizens living in the vicinity.

Was the ride paid for? The garage people ought to be able to give that information. Unfortunately, it was too dark, and too late to ascertain the number of the car.

Had the Police turned up, the chauffeur would probably have been prosecuted for neglecting his car. It was really not his fault. It was a case of getting the money or paying out of his own pocket. A motor chauffeur's lot is a hard one. It is not all joy rides and tips.

A constable should be posted at this particular spot between 11.30 and 1.30 a.m., and then a spike might be put in the wheel of these joyriders.

THE "CANTON TIMES."

CANTON, May 31. The Canton Times, the only English daily newspaper in Canton, has been closed by the Military Governor. The Times has on May 20 made comments favourable to Dr. Sun Yat-sen, Dr. Wu Ting-fang, Mr. Tang Shao-yi, and other constitutionalist leaders, criticizing the policy and conduct of the present militarist leaders in Canton. The Canton Times was supported by the constitutionalist leaders who have by this time already left Canton, if not having done so several weeks ago. For the last few weeks the Canton Times seemed to be the only defender of constitutionalism still left in Canton, but it stood unmoved notwithstanding lucrative offer from interested persons first and threat of persecution afterward. It is understood that the management will take steps to have publication resumed. The Times, before action was taken against it, had no chance whatever to defend itself, as the order was a summary one, although not unexpected.

FOR A LAME BACK.

When you have pains or lameness in the back, be the pain with Chamberlain's Pain Balm twice a day, managing with the palm of the hand for five minutes at each application. Then massage a piece of flannel slightly with this ointment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

THE "NAMSANG" CASE.

At the Magistracy, before Mr. N. L. Smith, yesterday afternoon, the hearing was resumed of the "Namsang" gold robbery case.

After the Chief Officer of the ship had given evidence corroborating the statement made by the Second Officer, as reported in Monday's China Mail, the informer, a clansman of the defendant, was called, and replying to Mr. M. H. Turner, for the prosecution, said the defendant and he came from the same village. He had known the defendant for many years. The defendant left the village early last year to join the s.s. "Namsang," as a seaman. Witness did not see the defendant again until March this year, when he (witness) went to the country. He then saw the defendant there. The defendant said he had come home to get married. Witness was present at the wedding, which was a "swell" affair. The defendant gave a wedding feast to the villagers, which lasted five days. The feast cost the defendant \$800 to \$900. The defendant was not a rich man when he left the village to join the "Namsang."

Before he got the job on the "Namsang," he worked as a stoker on a small river boat plying between the village and Canton. His sudden return to the village with lots of money, caused some surprise to his clansmen. The defendant never told witness how he got his money, but he told his own relatives, and soon it leaked out that the defendant had taken part in a big robbery of gold coins, and this explained his sudden wealth. The story soon became public property, and was discussed throughout the length and breadth of the village. Everyone knew about it.

By Mr. Turner: The defendant's father used to own a small timber yard, with a capital of about \$200. Since the defendant's return, his father's business had spread rapidly, and it now has a capital amounting to some thousands of dollars. Soon after the defendant's arrest, his parents disappeared from the village. He (witness) could not say if the defendant's father sold up his business before leaving the village.

Asked if he had any question to put to the witness, the defendant said he borrowed the money for his wedding feast. His father was not the owner of the timber yard, but an employee.

Witness: That is not so.

Defendant: He is my father, and I ought to know.

A Chinese seaman of the s.s. "Namsang" was then called, and stated that he occupied a bunk opposite the defendant on board the ship. Soon after the ship's arrival in Singapore, on Sunday, November 15, the defendant went ashore. Witness did not see him on board on the Monday, neither did he see him again until now (in the dock). Altogether three seamen deserted the ship at Singapore. Simultaneously with their disappearance, the robbery of a large quantity of gold coins from the ship's strong room, was discovered.

The defendant denied that he went ashore on the Sunday. He alleged that he was on board all that day and night, and went ashore on the Monday morning.

Witness: Everyone went ashore soon after the ship's arrival in port. All returned in the evening, except the defendant and two others.

By his Worship: The defendant was not in his bunk all Sunday night.

Making a statement in his own defence, the defendant said when he went ashore at Singapore, he met two men who spoke to him about smuggling some opium ashore from the ship. He was given the job of keeping watch at the bow of the ship whilst they did the smuggling. He was to be given \$1,000 for the work which occupied half an hour. When the opium had been safely removed from the ship, he was asked to desert the ship and meet the smugglers at a brothel. He did so, but failed to find them. He searched for them all over Singapore, and failing to find them, he took ship and returned to his native village. He got married in the country, and was about to come to Hongkong in search for employment when he met a clansman who asked him for a loan of \$50. He refused to accommodate him, and the latter accused him of stealing gold from the "Namsang," and gave information which led to his arrest. He alleged that the evidence given by his clansman in Court, was all false, and actuated by malice.

Mr. Smith convicted the defendant and sentenced him to six months' hard labour.

GOLD IN VASELINE.

ATTEMPT AT SMUGGLING.

Another ingenious attempt to send or smuggle gold out of the country has been discovered through the smartness of South African Customs officials. It appears that 40 cases of vaseline had been consigned from Pretoria to India by the s.s. "Karagala," and while the officers were searching they discovered several hidden in a number of the 5,750 bottles of vaseline. Probably, if the attempt had succeeded, the next consignment would have contained more specie.

SHINGHAI RACE STORY.

A PONY CALLED "LAUGH."

And speaking of sports I had a great laugh at the Race Club the other day.

The name of the horse in the race was "Laugh."

I was in the betting ring, and a sport behind me said, "Why that horse won't be one-two-six." Just for that I handed the bookmaker two five dollar bills and said "Laugh, both ways, for me please." He said "Laugh both ways? Why if all I can do to laugh one way these days."

I said, "I want the horse 'Laugh.'"

So he took my money and gave it to me.

Just then the race started—and a man with a pair of field-glasses stood on a high stool and called out the positions of the horses.

He said "They're Off—Laugh last."

The bookmaker turned to me and said "Laugh last." I said "I will if I win."

Then the bookmaker held up a twenty-five cent piece and said "I'll bet you this that the horse is not heard of again in the race."

Just then the man with the glasses said "Laugh at the quarter."

So I did—and took it.

Later on, the man shouted: "In the stretch—Laugh on the inside."

And while I was trying to laugh on the inside he said "Laugh wins."

When I cashed my ticket I said to the bookmaker: "Laugh first." He said "I did."

So I took the money and laughed last.—Lloyd's Weekly.

PORTUGUESE LADS IN TROUBLE.

At the Magistracy, before Mr. R. O. Hutchison, this morning, Inspector Kent of No. 2 Police Station, charged three Portuguese lads—Bricio Silva, Francisco Mendes and William Seina—with feloniously and burglariously breaking and entering No. 5 Blue Buildings, 2nd floor, on the 31st ultimo, and stealing \$191 in money and jewellery to the value of \$56.75, the property of Mr. D. J. Santos of the Water Works Department of the P.W.D. The Inspector said that the first defendant was the adopted son of the complainant. He left home in Easter, and had not returned since. On the night of Monday, the 31st ultimo, the complainant went to a birthday party, and returned home late. On entering the house, he found that the place had been broken into, and the property stolen. He made enquiries, and learned that his adopted son had been seen in the house during his absence. Mr. Santos at once reported the matter to the Police and acquainted them with his suspicion. A description of the lad was given to the Police, and all the wharves and railway stations were watched. On visiting the Canton boat, a detective discovered the three defendants, and took them into custody. The Inspector said he was not prepared to go on with the case, as only that morning a second charge had been preferred against the defendants, of theft of three bicycles valued at \$120, which they were alleged to have taken to Canton and sold.

His Worship: What do they do?—Nothing, your Worship. They are soundcured.

The Inspector said that it was discovered after the defendants' arrest, that after stealing the property, they went to Kowloon where they walked about until the last ferry had come in. They slept on board and came across the harbour with the first ferry in the morning. They had breakfast in a Chinese restaurant, and then boarded the Canton boat.

The case was remanded until Friday, for hearing.

ERRONEOUS REPORT.

SHIPPING BOARD NOT DEAD.

A report which appeared in the May number of the American Exporter, a monthly magazine of business published in America which has a large clientele of subscribers and advertisers in the Orient, to the effect that the U.S. Shipping Board is withdrawing from the active operation of ships, and that the ships will be turned over to agencies which will regulate freight tariffs and all matters pertaining to the vessels, is officially denied by Messrs. Struthers and Dixon's Hongkong manager. A cable has been received from the American government, asking that wide publicity be given to the denial of the report referred to, and has been sent to all Shipping Board ship operators in the Orient, and probably all over the world.

NOW IS THE TIME.

For rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this ointment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

COMPANY MEETING.

STAR FERRY CO., LTD.

The 27th annual general meeting of the Star Ferry Co. Ltd., was held at noon to-day at the offices of Messrs. Jardine Matheson and Co. The Hon. Mr. John Johnstone presided and there were present Mr. A. O. Lang (Director), Mr. W. S. Brown (Secretary), Messrs. M. S. Northcote, E. Sadick, J. M. Wong, F. Smyth and J. Hooper.

The notice convening the meeting and the auditor's report having been read the Chairman said—

Gentlemen—I propose with your approval to follow the customary procedure and take the report and accounts as read.

The main feature of the working is an increase in the gross earnings from traffic, of \$6,255.91, and an increase in the net profit of \$11,398.88, over last year's figures.

Cheaper coal was to a large extent responsible for this increase in net profit as I regret to say that despite a very careful check on outgoings, all other expenses have considerably increased.

The causes for the enhanced cost of running expenses, other than coal are too familiar to need recapitulation and unfortunately there is no discernable prospect of an early reduction.

As indicated in my remarks to shareholders last year, we were able to reduce fares as from the 1st June 1919 and we were able to again reduce these as from the 1st April this year to \$6.00 for single monthly tickets and \$9. for monthly tickets for families of three.

Since the beginning of the year, the time table has been accelerated during the busy hours and several improvements providing for increased accommodation on the ferries for first class passengers, have been made, but, looking to the future needs of Kowloon your Directors feel that the time has arrived where makeshift provision for our passengers' comfort on the present boats is no longer possible and larger and more up to date ferries will have to be provided.

With this end in view plans are now being prepared for ferries which will be capable of transporting not only a very much larger number of passengers at one time, but will also provide accommodation for vehicular traffic on the same trip.

The first cost of these new boats will of course be heavy, and further, to berth them satisfactorily, a very considerable sum of money will have to be expended on the present wharves, which at the best, will require much alteration, and in all probability will have to be scrapped entirely.

Preliminary plans have already been prepared but when I mention that the estimated cost of one ferry alone is in the neighbourhood of 2 lakhs you will readily realize that we must give this question very careful consideration before definitely embarking on our programme.

Traffic receipts however continue to increase, a sure indication of the growing popularity of Kowloon as a residential quarter—and although the provision of newer and more up to date means of communication across the harbour cannot be expected to immediately increase the number of residents in Kowloon itself, I have sufficient faith in the attractions of Kowloon and the New Territories to support a scheme which, although it may be a few years before its time will I am sure, be eventually required.

Finally, I am pleased to say that the Government to whom we have outlined our programme give us an assurance that provided certain recommendations regarding the cost of fares and disposal of possible profits are carried out every facility will be given us in arranging for these improvements.

I don't think the report and accounts call for any further comment and I will now propose that the report and accounts as presented be adopted and passed. After that has been seconded I shall be pleased to answer any questions to the best of my ability.

Mr. A. O. Lang: I have much pleasure in seconding the adoption of the report and accounts as presented.

The Chairman: There being no questions, the adoption of the report and accounts as presented has been proposed by myself and seconded by Mr. Lang. I will put it to the meeting. Those in favour kindly vote in the usual manner. Against? Carried unanimously. The next business is the confirmation of the appointment of Mr. Lang as Director.

Mr. Northcote: I beg to propose that the appointment of Mr. Lang as Director be confirmed.

Mr. Sadick: I beg to second that. The Chairman: I will put the resolution to the meeting. Those in favour kindly vote in the usual manner. Against? Carried unanimously. The next business is the re-election of a Director.

Mr. Smyth: I have much pleasure in proposing that the retiring Director, Hon. Mr. John Johnstone, be re-elected.

Mr. Northcote: I beg to second. The Chairman: I will put the resolution to the meeting. Those in favour kindly vote in the usual manner. Against? Carried unanimously. The remaining business is the re-election of the auditor.

Mr. Sadick: I beg to propose that Mr. F. Matland be re-elected auditor for the ensuing year at a remuneration of \$300 per annum.

SUPREME COURT.

STEAMSHIP-CONTRACT CASE.

The suit of Wong Lan Sang and Chan Tso Hing of Hongkong vs. Fong Yuen Chau of Swatow, being heard by the Acting Chief Justice, Mr. H. J. Gomperz, will probably consume some about a week before all the evidence is in and the case ready for judgment. Mr. d'Almeida testified at length yesterday, special arrangements having been made on account of his departure from the Colony on Thursday. The suit is one of an alleged breach of contract, and claims and counterclaims pertaining thereto, in connection with the s.s. "Kung Hong."

CAPTAIN RICOU'S FLIGHT SHIPS.

Although no definite news as to when they would arrive could be obtained from Captain Ricou's office this morning, it is rumoured that five aeroplanes are due in Hongkong this evening in connection with the exhibition flying to be conducted at Repulse Bay as advertised. It is not known whether or not bad weather will operate to postpone the programme, as no information was available at the Hongkong Hotel where booking is being made. It is understood that passengers will be taken for flights at a price of \$25 per head, and that life insurance policies are obtainable in connection with the flights at \$5 each, good for \$2,000 if you win.

THE STORY OF EDEN!

A well known philanthropist in East London gave, the other day, a slum child's version of the story of Eden! She was sitting with other children on the curb outside a public house in Shoreditch, and her version of the story proceeded: "Eve ses: 'Adam ave a bite?' 'No,' ses Adam, 'I don't want a bite!' 'Garn!' ses Eve: 'go on, ave a bite!' 'I don't want a bite!' ses Adam." The child repeated this dialogue, her voice rising to a shriek. "An' then Adam took a bite," she finished up. "An' the flamin' angel come along wiv' a sword, an' 'e ses to 'em both: 'Nah, then—ah-tsie!'"

LOCAL AND GENERAL.

The telegram quoted below was received at the U.S. Consulate from the Manila Observatory at 1 p.m. June 2:—Cyclone or typhoon E. of Luzon less than 300 miles distant inclining northward.

Before Mr. R. O. Hutchison at the Magistracy this morning, a Chinese was charged with the theft on board a Dutch boat, of 3,000 guilders, the property of a fellow passenger. The Police applied for a remand, as they have not yet got the full facts of the case. The case was fixed for Tuesday for hearing.

Mr. C. H. Lyson this morning prosecuted a Chinese before Mr. N. L. Smith, charged with the theft on board the s.s. "Prosper" of \$1,000 in Saigon currency, the property of a fellow passenger. Counsel said that the complainant was a dealer in copper in a place two days from Saigon. On the 26th ultimo, he boarded the ship at Saigon to come to Hongkong on business. He made the defendant's acquaintance on board, and they became very friendly. When a couple of days from port, the defendant told the complainant that he had no money to pay his mess bill, and the latter, out of the kindness of his heart gave him \$3 to settle the bill. When the steamer arrived in Hongkong, the complainant discovered that he had been robbed of \$1,000. He suspected the defendant and followed him. The latter tried to give the complainant the slip by telling him that he was going to board a launch belonging to a certain Boarding House which he intended to put up in, and then boarded another launch. The complainant was shadowing him, and boarded the same launch. On the launch, the defendant who said he had no money, paid back to the complainant the \$3 he had given him, and \$3 to the launch people for the transportation of his luggage. As soon as the launch made fast to the wharf, the complainant gave the defendant over to a European Lance Sergeant, charging him with theft. When the defendant was searched, a quantity of Saigon bank notes was found on him. Counsel said that all the stolen money had been recovered. Sentence of three months' hard labour was passed.

Mr. J. M. Wong: I beg to second that. The Chairman: It has been proposed by Mr. Sadick and seconded by Mr. J. M. Wong that Mr. F. Matland be re-elected auditor at a remuneration of \$300 per annum. Those in favour of that resolution kindly vote. Against? Carried unanimously. That concludes the business of the meeting. Thank you for your attendance. Dividend warrants can be obtained on application.

TO-DAY'S NEW ADVERTISEMENTS.

TO BE LET.

TO BE LET—Immediate possession. ONE FOUR-ROOMED flat furnished. Central locality. Rent \$125.—Apply P. O. Box 660.

TO LET.

TO LET—TWO OFFICES, ground floor, corner of St. George's Building, facing Ferry. Apply—SARAWATON & CO.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship,

"AWA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Howkows and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by June 8, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, June 1, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship,

"KAMO MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Howkows and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 8th June, 1920, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, June 2, 1920.

NOTICE.

THE Management of the "China Mail" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the last five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "China Mail," will be charged for at the rate of \$1 each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

"BEEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"BENVOLICH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Howkows and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, June 1, 1920.

TO YOUR SHIP. "WALLA-WALLA" BOAT

so your ship. Phone No. 3516.

CITY HALL.

OLD CHAMBER OF COMMERCE ROOM, HONGKONG.

GRAND CONCERT

On SATURDAY, 5th June, at 9.15 p.m.

Signor D. F. AMELIAS

the famous Mandolinist

and

Mme. A. SILVESTRI

(Dramatic Soprano)

ITALIAN PRIMA DONNA,

who had the honour of singing before the Queen of Italy and King of England, assisted by Professor Danenberg.

Prices: ———— \$3 & \$2.

Booking at MOUTRIE'S.

FLYING! FLYING!!

AT REPULSE BAY

on

THURSDAY, FRIDAY, SATURDAY and SUNDAY.

MOTOR BUSES

will leave

THE HONGKONG HOTEL

for

REPULSE BAY

as soon after 2 p.m. as they are booked

full

RETURNING FROM REPULSE BAY

at 6.15 p.m.

\$2 RETURN FARE \$2

Tickets may be obtained at the

DRAGON MOTOR CAR CO.

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED.—A SEXTANT. Willing to pay a fair price for good instrument. Reply to Box 1303, "China Mail."

WANTED.

WANTED.—For RENT or PURCHASE boiler and hoist suitable for piledriver. Please apply: Board of Conservancy Works of Kwanjing, The Bund, Canton.

NATIONAL CREDIT 5% 1920 UNDER THE GUARANTEE OF THE FRENCH GOVERNMENT.

THE Local Manager of the BANQUE INDUSTRIELLE DE CHINE begs to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5 Chater Road, and will be closed on the 20th of June, at 12 noon.

5% Premium Bonds of Fra 500 each are issued at the price of Fra. 485.—only.

Interest at 5% will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Fra. 20,000,000.—the first prize of each being

ONE MILLION FRANCS ROUET DE JOURNEL, Manager.

Hongkong, June 2, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, June 4, 1920,

commencing at 11 a.m. At their Sales Rooms, Duddell Street. One Lung Ch'uan Celadon Vase, Early Sung Period.

(slightly damaged).

Terms: Cash on delivery. LAMBERT BROS., Auctioneers.

Hongkong, June 2, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on

WEDNESDAY,

June 3, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

A Small Consignment of WHITE GOODS, &c., &c.

Comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawwork Bedspreads, Table Covers, Crochet and Drawwork Dollies, Table Cloths, Linen Damask Serviettes.

Also A few lots of Bellows Valises, Kit Bags, Suit Cases, and Attache Cases.

And Two Pairs Prismatic Binoculars. (All new goods and in small lots.)

Terms:—Cash. HUGHES & HOUGH, Auctioneers.

Hongkong, June 2, 1920.

(FOR ACCOUNT OF THE CONCERNED), on

WEDNESDAY,

June 3, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

TRUNKS AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.

comprising:—

Chamberfield Sofa, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Sofa, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstand, &c., (used Teakwood), 20 Slideboards, Dinner Waggon, Extension Dining Table and Chairs, &c., Dinner Service, Cookery, and Glass Ware, Cooking Stoves, Outlets, &c., Bath Room Utensils, Electric-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Slide Wardrobes, Chairs, Outlets, Pictures, &c. Carpets new and second-hand.

Also One Good Piano, One Enamelled Bath, Camera, American Ice Chest, &c., &c.

(Full Particulars from Catalogue). Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, June 2, 1920.

NOTICES.

COLD STORAGE

Arrived

S.S. "Carmarthenshire"

Cured in Scotland

Finnan Haddocks	per lb.	50.
Selected Kippers	"	40.
Yarmouth Bloaters	"	40.
Selected Fillets	"	70.
Smoked Salmon	"	250.
Fresh Salmon	"	120.

ALSO

Tunis Dates	per box	57.
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Clarke, Nickolls & Coombs

dants & Sweets \$1.00 per lb.

LANE, CRAWFORD & CO. HONGKONG.

COLUMBIA

DANCE RECORDS.

A 2839	(Hindustani Me-ow)	Fox Trot Violin & Piano One Step
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A 5919	(Beale Street)	Princes Orchestra One Step
	(Lily of the Valley)	"
	(Broken Doll)	Fox Trot Princes Band
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THE ANDERSON MUSIC CO., LTD.

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ROUND THE ISLAND OF HONGKONG.

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HUDSON or CHANDLER, 7-passenger Motor Car \$12.00

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FRESH STOCK JUST ARRIVED.

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From the oldest and most reliable

OPORTO HOUSES.

WORLD RENOWNED BRANDS.

BELLE SEXE	per case	1 doz. qts. duty paid	\$40.00
DESTINTE	"	"	32.00
POBTE CLUB	"	"	30.00
SANTE ANTONIE	"	"	24.00
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WINE MERCHANTS,

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Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
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SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS—

(During the docking of s.s. "SUIAN" there will be no sailing to Macao at 8 a.m. and from Macao at 5 p.m.)
To Macao daily at 8 p.m.
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Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Trost, Cox & Son, Booking Agents, Hongkong.

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LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA

S.S. "PERSIA"

Sailing on or about 20th June.

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NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

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FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.
FOR JAPAN.

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Sailing on or about 11th June.

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Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

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TAKING CARGO on through Bills of Lading to South AFRICAN PORTS with transshipment at CAIRO.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HAVRE MARU—Wednesday, 16th June.

HIMALAYA MARU—Sunday, 11th July.

HUENOS AIRES—Rio de Janeiro, Santos, Mauritania, Durban and Cape Town via Singapore.

SEATTLE MARU—Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

INDUS MARU—Friday, 4th June.

GANGES MARU—Tuesday, 29th June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUBISHI MARU—Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

CHICAGO MARU—Tuesday, 29th June.

ARABIA MARU—Tuesday, 29th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Colon Ports.

AMAZON MARU—Saturday, 26th June.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KOSOKU MARU—Sunday, 20th June.

KRELUK via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.R.K. wharf near the Harbour Office.

AMAKUBA MARU—Sunday, 6th June.

TAKAO via SWATOW and AMOY.

SORBU MARU—Thursday, 3rd June.

SHISEI MARU—Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 714 and 744.

THE CHINA & AUSTRALIA S. S. CO. LTD.

For MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS.

"GAPO" (Cargo only) July 2nd.

"SHAW-TUNG" July 4th.

(Sailing at Port Darwin).

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113 Cornsought Road Central. Agents.

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FOR SHANGHAI, SWATOW, AMOY, SHANGHAI AND PU-KOW, SHANGHAI

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation and electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly) taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

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Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Callings at Shanghai and Kobe).

"CROSSEY" About June 15th.

"ICONTUM" About June 22nd.

"WHEATLAND MONTANA" About July 12th.

For PORTLAND Direct.

"MONTAGUE" About June 15th.

"WABAN" About June 22nd.

"ABERCO" About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

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Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.

Via Panama

S.S. "WYTHEVILLE" Sails about June 29th

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AGENTS.

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HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING ABOUT

S.S. WEST HIXON June 15. S.S. WEST HIXON June 17.

S.S. WEST MONTOP July 10. S.S. WEST MONTOP July 12.

S.S. WEST HIRA Aug. 10. S.S. WEST HIRA Aug. 12.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

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CHAS. E. RICHARDSON,

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SHANGHAI, HANKOW, YOKOHAMA, MANILA, HONOLULU, SAN FRANCISCO, SAN PEDRO, HALLOW, ORO, BALBOA, CALIFORNIA, AFRICA and IQUIQUE.

Through by Trans-Pacific Route to Buenos Aires.

Steamers Tons Leave Hongkong.

KIYO MARU 17,000 July 12th.

ANYO MARU 15,500 Sept. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

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Y. TSUTSUMI, Manager, Kings Building.

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SHIPPING

CP & OS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe and Yokohama)

STEAMERS From VANCOUVER

Empress of Asia June 8 June 21

Monteagle June 8 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 28 Aug. 16

Monteagle Aug. 13 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 8

Monteagle Oct. 26 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Passage Rates Hongkong to United Kingdom.

Empress of Russia Gold 6,000 Tons Reg. Gold.

Empress of Asia \$693 MONTAGUE \$435

16,500 Tons Reg. 6,165 Tons Reg.

rates & sailings subject to change without notice.

For Rates and other information please apply to

Telephone 712. HONGKONG OFFICE. Cable Office: CANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons) "NILE" (11,000 tons) "OHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" June 3rd 1920. "NILE" June 19th 1920. "OHINA" July 2nd 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Tel. Passenger Dept. 1934.

Prince's Buildings, Lee House Street. Tel. Freight Dept. & Agent. 2161.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. "Excellent" Cuisine.

SWATOW, AMOY & POOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAIBOONG Capt. J. S. Thomson FRIDAY 4th June, at 2 p.m.

HAIBOONG Capt. W. O. Passmore TUESDAY 8th June, at 2 p.m.

HAIBOONG Capt. A. H. Stewart FRIDAY 11th June, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON AND HAMBURG. "KATELAMBA" Second half July.

Subject to change without notice.

Or to BEISS & Co., Canton.

THE BANK LINE, LTD.

(General Agents)

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"DEUCALION" via Soerabaya, 20th July.

Steamers proceed via Soerabaya or Panama Canal at Ombay's discretion.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON BEISS & Co., CANTON.

KEPT WAITING.

PROTEST FROM SINGAPORE JURY.

At the resumption of the Singapore Assizes the foreman of the Jury asked if he might raise a protest. They had been waiting a whole week before being called, and he thought they should call 23 jurors instead of 14. It meant a very serious matter in his own case as they had a million dollar contract on hand and it had to be finished this year.

His Lordship said he would make a note of the foreman's remarks and have them sent forward to the Government.

WONDERS OF SALVAGE.

Fourteen million tons of shipping were sunk by enemy action alone during the war. It is only necessary to recall this fact to realize the great future which lies before British salvaging operations. One of the first in the field is Maritime Salvors, Ltd., who have acquired from the Admiralty a permanent base of operations at Newhaven.

One of the features of the company's equipment is a wonderful flame-cutter, by means of which holes are cut in the sides of sunken vessels for cargo and machinery salvage. This flame-cutter is so devised that an oxy-acetylene flame can be used under water. The flame issues from two jets, and is protected by a stream of compressed air coming from two other jets in the same cable. This device has but lately been perfected, and gives the most satisfactory results.

UP-TO-DATE EQUIPMENT.

The company have bought two of the finest salvage vessels of the United States Navy, which have been rechristened the "Reliant" and the "Restorer." These are completely fitted up with the latest search lights, line throwing guns, hoisting machinery for cargo, are welding plants, rock drills, and numbers of other devices necessary for modern salvage work. The crews have for the most part been enlisted from men who served under the Admiralty in salvage work during the war. There is no man among them over 40, as salvage is essentially a game for young men.

SAVING VALUABLE CARGOES.

Already the company have saved the "Ophis" from the Channel, and they are at present engaged in clearing railways for Trinity House and removing blockships from Sunderland Harbour. The possibilities of materially increasing the resources of the country by salvage are great; for even in cases where the actual vessels cannot be raised there are valuable cargoes and machine parts which will more than repay the money spent on their recovery.

THE EX-KAISER.

FORCE IF NECESSARY TO PREVENT RETURN TO GERMANY.

Mr. Bonar Law, in the House of Commons, indicated that the return of the ex-Kaiser to Germany would be prevented by force if necessary.

Sir Park Giff asked whether he could give any definite information as to the removal of the ex-Kaiser and the ex-Crown Prince

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA

INCLUDING NEW-ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DELTA"	8,000	5th June at Noon	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles, London & A. W. P.
"NELLORE"	7,000	16th June	MARSHALLS LONDON & A. W. P.
"KARMA"	9,000	27th June	MARSHALLS LONDON & A. W. P.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATOON APCAR"	4,500	5th June at 1 p.m.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

(Cargo only) "KIDDERPORE"	5,200	3rd June at Noon	Melbourne via Sandakan, Thursday Island, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN

"KARMA"	9,000	4th June at 10 a.m.	Shanghai, Kobe & Yokohama.
"KIDDERPORE"	9,700	5th June at 3 p.m.	Shanghai.
"DEVANHA"	8,100	19th June	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Call at Antwerp.
Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passes Measuring not more than 31 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Callings Manila & Keelung) Friday, 20th June, at 11 a.m.
TAJIMA MARU (Callings Manila & Keelung) Friday, 20th June, at 11 a.m.
KATORI MARU (Callings Manila & Keelung) Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KITANO MARU ... Friday, 11th June, at Noon.
INABA MARU ... Friday, 23rd June, at Noon.
KAMO MARU ... Friday, 9th July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSUBUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... End of June.

ELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
NIKKO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murena, San Francisco, Panama & Colon.

TOYOOKA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

KAWACHIMARU ... Beginning of July.

OMRAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 10th June.
TAJIMA MARU ... Saturday, 12th June.

ALCUTTA & RANGOON via Singapore & Penang.

SHINGO MARU ... Wednesday, 9th June.
APAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 25th June, at 11 a.m.

YANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Wednesday, 2nd June.
KAMO MARU ... Thursday, 3rd June, at 10 a.m.

SHINZU MARU ... Saturday, 5th June.

Further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone No. 201 & 202.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR PERMIT APPLY TO	ON 28 DEPARTURE
San Francisco via Shanghai & Japan, &c.	Shinyo Maru	Toyō Kisen Kaisha	On 17th June.
San Francisco via Shanghai, Japan &c.	Siberia Maru	Toyō Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 14th July.
San Francisco via Shanghai, Japan &c.	Sandor	Pacific Mail S.S. Co.	On 16th June.
San Francisco via Shanghai, Japan &c.	Wile	Ohina Mail &c. Co. Ltd.	On 19th June.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co. Ltd.	On 3rd June.
Seattle, Tacoma, Victoria & Vancouver.	Crosskeys	The Admral Line	On 18th June.
Victoria, B.C., & Seattle via Spal. &c.	Chicago Maru	Oaks Shosen Kaisha	On 8th June.
Vancouver via Shanghai, Japan &c.	Fushimi Maru	Nippon Yusen Kaisha	On 18th June, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empire of Asia	Canadian O.S. Ltd.	On 3rd June.
Shanghai, Kobe and Yokohama	Montague	Canadian O.S. Ltd.	On 8th June.
Australian Ports via Manila	Kamo Maru	Nippon Yusen Kaisha	On 8th June, at 10 a.m.
Australian Ports via Japan	Tango Maru	Nippon Yusen Kaisha	On 33rd June, at 21 a.m.
Manrillas, London & Antwerp.	Kyio Maru	Toyō Kisen Kaisha	On 19th July.
Portland	Nellore	P. & O.-B. & A.L.	On 16th June.
Shanghai and Yokohama	Montague	The Admral Line	About 15th June.
Nagasaki and Yokohama	DoWell & Co., Ltd.	DoWell & Co., Ltd.	About 20th June.
Shanghai, Moji, Kobe and Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 25th June, at 11 a.m.
Amoy, Shanghai and Pukow	Karmala	P. & O.-B. & A.L.	On 4th June.
Shanghai and Tsingtau.	Shantung	Butterfield & Swire	On 8th June, at 3 p.m.
Calcutta via Straits & Rangoon	Toan	Butterfield & Swire	On 6th June, at 4 p.m.
Singapore, Penang & Belawan-Dell	Sing Maru	Nippon Yusen Kaisha	On 15th June.
Calcutta via Swatow and Amoy	Yao Wasei-rik	Oaks Shosen Kaisha	On 6th June.
Saigon, Bangkok & Singapore	Jaya-Aditya-1st Lijn	Oaks Shosen Kaisha	On 15th June.
Swatow, Amoy & Foochow	Ounao Maru	Oaks Shosen Kaisha	On 6th June.
San Francisco Direct	Hailong	Douglas Lapraik & Co.	On 4th June, at 3 p.m.
Bombay & Colombo	West Elmrod	Struthers and Dixon, Inc.	On 8th June.
London and Antwerp	Indus Maru	Oaks Shosen Kaisha	On 2nd June.
Calcutta via Swatow, Yang & Cto &c.	Savita Maru	Oaks Shosen Kaisha	On 16th June.
Manrillas, Delagoa Bay, Durban	Seattle Maru	Nippon Yusen Kaisha	On 11th June, at Noon.
Manrillas, London & Antwerp	Deltis	Oaks Shosen Kaisha	On 4th July.
Takao via Swatow and Amoy	Shisen Maru	P. & O.-B. & A.L.	On 6th June, at Noon.
		Oaks Shosen Kaisha	On 14th June.



Cool Suits for Hot Weather

made of "Palm Beach" cloth which combines comfort and good appearance. They are light, durable and wash splendidly.

Call and inspect them at

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS.

16, Des Voeux Road. Telephone 28.

THE FISHERMAN IN WAR.

PART THEY HAVE PLAYED.

A TRIBUTE TO HIS GALLANTRY.

Under the title "Fisheries in the Great War, being the Report on Sea Fisheries for the Years 1913-16-17-18," the Board of Agriculture publishes a really fascinating tale of the progress of the war as it affected the fishing population. Included in the accounts of the German submarines are reports made by shipwrecked fishermen, encounters with the enemy. While the particular stories there given may not have been published the general outline of these fights is well known; nevertheless they would repay their incorporation in any work dealing with this aspect of the war.

Dealing with the "permit" system which was brought into operation, it is remarked of it that it was a strong weapon, because its cancellation involved confinement to port. As a rule it was of little avail to tell the fisherman that if he entered a certain area he risked a violent death. His instinct and his training bade him follow the fish at whatever risk. The risk he was not prepared to take was that of standing idle on the quay while his fellows went out to the fishing or came back to scolding markets. The permits, therefore, exercised a useful influence.

PART THE OWNERS PLAYED.

Of the owners it is recorded that they bore their full share of the national burden. Fishing vessel owners and others would cheerfully come, on receipt of a letter or telegram from the Board, from however distant a port, often at great inconvenience to themselves, simply because the department asked for their help, and in no case was any request received for the reimbursement of travelling expenses or of the other expenses incidental to long journeys and London hotel bills.

There is no doubt that the armistice came just in time to save our fishing population; for in the summer of 1918 the man-power reserves of the industry were reduced to so low an ebb that the Board and the Admiralty jointly appointed committees of inquiry to scrutinize the situation on all parts of the coast.

Reference has already been made to the submarine danger which our men had to encounter. They were of the breed of the men of Caister, "who never turn back. They did not use the language of heroes. It is doubtful, it is stated, whether they were conscious of being heroes. Their reports of encounters with the enemy are models of concise, unvarnished statements of fact. It is not in these, as a rule, but in unofficial conversations that the fisherman reveals his flashes of grim humour. He is seldom a conscious humorist but he speaks as he feels, and the fisherman on board the German destroyer, who, having been warned that he would be tried by court-martial, with every probability of being shot, nevertheless replied to the German officer's "Where is your English fleet?" "Ease down a bit, you will soon see them," was simply following the fisherman's custom in stating, without circumlocution, facts as they presented themselves to him.

A system of rewards ranging as high as £1,000 for information of the enemy's movements was devised by the Admiralty with a view to encouraging fishermen and others to forsake their work—and thus to risk incurring financial loss—in order to hasten to port with valuable news.

The gallant action (since rewarded by an M.B.E.) of Ella Trout, aged 20, of Hallsands, Devonshire, who on September 8, 1917, rowed out and rescued a man from a submarine steamship and was able to give the authorities first news of the disaster is recorded, and deservedly recorded, at length.

KEEPING THE INDUSTRY GOING.

In the course of the report it is mentioned that "The fisherman is a trained seaman, and the duties for which he was required by the Navy were those for which he was specially qualified, so that with the minimum of naval training he was already fit for them." The Board represented to the Admiralty that the men would be much more usefully employed at sea catch-

MOTORS FOR INDIA.

PRACTICALLY AMERICAN MONOPOLY.

During March, 2,651 motor-cars were imported into British India, and of these no fewer than 2,556 came from the United States and 68 from the United Kingdom. During the past official year the number of cars imported was 9,925 valued at Rs. 263 lakhs, against only 400 valued at over Rs. 10 lakhs in the preceding year. Out of these 9,925 cars, 9,353 were shown to have come from the United States, 448 from the United Kingdom, 17 from Italy, and three from France. The country of origin of most of the cars imported from the United States is, however, Canada. Bombay imported 4,213, Calcutta 3,452, Madras 965, Burma 689 and Karachi 605.

EGYPTIAN SCULPTURE.

NEW SPECIMENS FOR LOUVRE.

A beautiful example of Egyptian sculpture of the Naturalist period, which succeeded the school of the Theban priesthood, has entered the Louvre (Paris). This work, which the evidence proves to represent the god Ammon protecting King Tut-Enkh-Amun, has been bought for £10,000 from the princely house which first brought it to France about 1860. The peculiar point about the sculpture is that it has been purposely damaged by a succeeding generation of Egyptians. The god's hands and the head of the king have been skillfully chiselled away as well as the King's name, but the sacred signs are untouched. It is deduced from this that the king was one who had disowned Ammon and whose effigy was defaced by a successor faithful to the god.

King Tut-Enkh-Amun (c. 1358-1350 B.C.) was one of the successors of Amenophis IV., the great Pharaoh of the XVIII Dynasty, who strove to overthrow the worship of Ammon in favour of Sun worship. Tut-Enkh-Amun seems, to some extent at least, to have undone his predecessor's work, since he changed the original termination of his name from Aton (sun) to Amun (Ammon) and transferred the royal residence back from Ekhaton, the new capital of Amenophis, to Thebes.

ing fish than undergoing naval training ashore, and suggested that for definite enrolment for active service—which incidentally involved their payment as active service ratings—they should substitute a system of deferred service. This suggestion was accepted by the Admiralty, and was put into operation by the formation of Section Y, of the Royal Naval Volunteer Reserve, whose members accepted liability for service when called upon but were permitted meanwhile to continue their civil occupation.

When the war threatened paralysis to the trade, the Board, in June, 1915, requested the Colonial Office to seek information from Newfoundland and Canada as to the possibility of drawing a regular supply of frozen fish or fish packed in ice from those two countries. The Department of Naval Service at Ottawa took up the matter, and samples arrived at Liverpool, where they were distributed among some of the principal fish markets, but no general desire for further supplies was revealed, and the board did not proceed further with any endeavour to stimulate the importation of frozen fish. Nevertheless, there was a considerable development during the war of importation by private enterprise.

In a comparison of the figures for the quinquennial pre-war period 1909-1913 with the four years of war it is shown that the average quantity of fish landed fell practically to one-third, or 32.5 per cent., of the pre-war landings. The lowest amount in any year of war was taken in 1917. The value of the fish, however, showed a totally different line. The value of wet fish increased by 11.8 per cent., and that of shellfish by 23.8 per cent. The average value of wet fish in 1914 is given at 15s. 6d. per cwt., while in 1918 it was £3 0s. 6d., or nearly four times as much.

ILLUMINATED MANUSCRIPTS.

SOME OF BRITAIN'S NATIONAL TREASURES.

Mr. J. P. Gilson, keeper of the manuscripts, British Museum, writes to *The Observer* as follows:—About a hundred years ago, Sir Thomas Phillips, of Middlehill, gourd-mand among manuscript collectors, told himself and others that the motive of his hobby was a desire to raise prices and so save manuscripts from neglect and destruction. There then, perhaps some justification for such a point of view. Appreciation is a word of two meanings, but the processes they express run concurrently. In the active and spiritual sense, the man who appreciates a fine thing is its worthy possessor, and the result of his appreciation is commonly the appreciation of the thing in a gross material sense, a raising of its monetary value. Before he died Sir Thomas had begun to say things about the dealers who sold him his manuscripts which showed that his object was achieved, but he did not exhibit any marked pleasure in the result. The inheritors of his vast accumulation, still in process of dispersion, have seen the progression of values move more rapidly. It may be doubted whether on the whole he reached the position of the man who both eats his cake and has it, who enjoys the possession of beautiful and interesting things, which all the time are earning a good rate of compound interest on their purchase price. In later times many collectors of manuscripts, especially of illuminated manuscripts, have been able to get this satisfaction.

In part, this increased value is unearned increment. It results from the increase of the world's wealth and the spread of education. There are thousands now to value what a century back appealed only to scores, and tens of thousands who can afford luxuries which then only hundreds could afford. And the supply cannot increase to meet the demand. Illumination as an art practically died out in Europe four hundred years ago, and the efforts to revive it, whether in England or abroad, have still to prove themselves, though the last twenty years have seen striking developments, such as the beautiful writing of Mr. Graydon Hewitt and his scholars, and the excellent illumination work done by Belgian nuns during the war on the lines of French fourteenth-century art.

MR. YATES-THOMPSON'S CENTURY.

But the modern collector has also done much himself to make his possessions more valuable. He has catalogued them and reproduced them by photography, and has employed competent scholars to elucidate their meaning and point out their relations to similar work elsewhere. Phillips, after all, had little active appreciation, and what he did to make public his manuscripts was ill-directed and of little use to scholars or the public. Mr. Yates Thompson, whose sale is the occasion of these remarks, is no gourd-mand, but an *un vrai gourmet* among collectors. By rigidly confining his collection to the sacred number of one hundred he has given them a cachet. Even what the late M. Delisle called the disinherited, the MSS. rejected to make room for finer specimens, will never again be sold without advertisement of the fact that they once belonged to Mr. Yates Thompson. Those that kept their place among the hundred will hold a still higher rank. They will be dispersed, but the catalogues will remain. Has there ever been a finer collection in private hands? It may be doubted.

We must resign ourselves to see many of our treasures pass away from Europe to countries where as yet there is not a fine Psalter or Book of Hours in a thousand square miles. And we can afford to do so. The wealth of illuminated manuscripts in England is great. The admirable exhibition arranged some twelve years ago at the Burlington Club by Mr. Cockerell from the possessions of private collectors and Oxford and Cambridge Colleges, Cathedrals, and such other libraries as are not precluded from lending, was an astonishing evidence of this, and although not a few of those exhibits have since departed, the bulk of them remain and will remain.

A PRECIOUS ROOMFUL.

And there is always the British Museum, its collection of English manuscripts—and in this art England is emphatically one of the countries that count—is able to challenge comparison with the rest of the world's libraries put together, while for Irish, French, or Flemish MSS. it is only surpassed by the capital cities of those countries; for Italian MSS. not so good, but only beaten by two or three Italian libraries; for German MSS. rather weak; but German illumination has only had very short periods in which it could lay any claim to a prominent place. Taken as a whole it may well be doubted if in the world's history one small room ever held so precious a collection of illuminated MSS. as that portion of the National Library of Wales which in 1915 afforded a temporary home and shelter from air raids to a picked selection of contents of the British Museum Manuscript Department. The Bodleian, the University Libraries of Cambridge, Edinburgh, Glasgow, and Dublin, and the New Library Museum at Cambridge,

FRENCH MOTOR BANDITS—BOMBAY MOTOR MANIACS.

More thrilling than any Wild West cinema film is the story told of a desperate fight with motor bandits, begun at Aubrais railway station, where they had attempted to loot a goods train and continued along the road to Paris.

A race between the bandits' cars and a locomotive; the mobilisation of gendarmes by telephone; the hasty barricading of the road with barrows and barrels; a fusillade in the dead of the night so terrible that villagers roused from their sleep rushed terror-stricken over the fields to escape the whistling bullets, the killing of a station employee and two of the bandits, and the arrest of a motor lorry driver—such are some of the features of the adventure.

The thieves, four in number, came from Paris in a motor lorry and a torpedo car, and began work on a train in a siding not far from Aubrais station. They were engaged with a truck containing dress material when watchers, specially equipped with portable telephones, pounced upon them and shouted, "Hands up!" The bandits at once opened fire.

Reinforcements arriving from the station, an attempt was made to prevent the thieves regaining their cars, but a turning movement failed, and a man named Lemaire, one of the railway employees, was shot dead. In the ensuing confusion his murderers were able to get away and set off in the direction of Paris at breakneck speed.

Meanwhile the gendarmes at Orleans had been informed, and a squad arrived on the scene on a railway engine, which at once gave chase and soon got several miles ahead of the cars. The gendarmes left the locomotive at Artenay, where a desperate fight took place. Telephone messages had been sent all along the route, and at Artenay men barred the road with barrows.

The lorry pulled up first, with the motor-car close behind. Two gendarmes leapt on to the footboard, and levelling their revolvers at the driver, pulled him from his seat and flung him to the ground. The bandits in the car, realising what had happened, left their conveyance and, taking up positions near houses which afforded them cover, opened fire on the two gendarmes. It was at this moment that the men on the engine from Orleans joined the fight.

Finding that the forces against them were too strong, the bandits beat a retreat and took to the fields, leaving one of their number dead with three bullets in his body and the driver of the lorry a prisoner.

In the car were two sacks filled with revolvers, masks, bunches of false keys, and bottles of chloroform. On the man killed was a military book showing that his name was Groult, and that he lived at Saint Denis.

In his pocket-book were a number of addresses, presumably the scenes of contemplated exploits. It is believed that he was the leader of the gang. The pursuit was continued by gendarmes in motor-cars, and the two remaining fugitives were run to earth at Peronneville. Here, after a fight, one was killed and the other wounded.

The fight took place in a little café. One of the men drew his revolver, and a gendarme, anxious to take him alive, struck at him with the butt of his own weapon. The bandit fired, missed, and was then shot dead. The second man slipped under a table and endeavoured to upset an oil lamp, in the hope of escaping in the darkness. He was seized and, firing at the gendarmes, was shot in the leg in return. Taken to Orleans, he was found to be an accountant at Libourne and a deserter from the navy. The man killed in the café has not yet been identified, but is known by the nickname of "Louis Bonnot" (one of the motor bandits whose exploits startled Paris some years ago).

The driver of the lorry, a man named Kiffer, resides in Paris. In his vehicle there was quite an arsenal of revolvers, jemmies, and all sorts of burglar's implements, as well as pneumatic tyres and five bicycles, which had been stolen the previous night.

each of them is capable of making a fine display of the work of most of the principal schools of this art.

There is enough for us all if we use it properly, but there are a few manuscripts still in private hands which for one reason or another are national monuments and should not be allowed to leave the country. They are known to those who take an interest in such things, and if they must be sold there is money enough in the country to secure them, but it sometimes happens that too hasty vendors forget that we have such an institution as a National Art Collections fund, or that it takes time for that and other agencies to get quietly to work and bring together the means that are required.

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears, and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the house. For sale by all Chemists and Druggists.

NEED FOR "SAFETY FIRST" CAMPAIGN.

Bombay, May 5th.—The number of motor accidents has increased tremendously in Bombay during the last few months. It is estimated that the number of motor vehicles has trebled since 1914. The streets of the City are now extremely congested, and bad and reckless driving is making the streets of Bombay as dangerous as the streets of London.

Several fatalities have been reported in the last few days. An English riding a motor-cycle lost control of the machine, charged a motor-car, and tried to jump off the cycle on to the motor-car to prevent being run over. In doing so he sustained injuries which proved fatal. A military lorry ran over an Indian while proceeding at a rapid pace without lights.

The last few days have witnessed a petrol famine in Bombay. Many cars have been rendered idle through the owners' inability to secure spirit.

NEW X-RAY METHOD.

THE LIVER AND SPLEEN REVEALED.

A further development in the uses of X-rays has recently been perfected in Germany and America, writes the medical correspondent of the *Times*. The method makes it possible to obtain information about solid organs such as the liver and spleen. It will be recalled by those who have followed this subject that for a long time no pictures of the abdominal viscera were of any worth. Then the idea of an opaque meal of bismuth was suggested. Now this meal can be followed by the rays the whole way through the digestive organs.

The liver and spleen, however, were what the *British Medical Journal* describes as "silent" in a radiographical sense. The bismuth meal was of no use in connection with them. Imagination has now conceived a new method. Air or oxygen is introduced into the cavity of the body before the photograph is taken. The result is that both liver and spleen stand out on the plate with great clearness of definition. It is said to be possible to see gall stones; any enlargement of the spleen becomes obvious. The kidneys, too, are fairly clear. Tumours are also much more easily detected. The method entails an injection of air, but this is apparently quite simple and harmless.

A 15TH-CENTURY GOLFER.

MINIATURE IN OLD FLEMISH BOOK.

By the courtesy of the agent in London of the Hon. Maxwell Blake, American Diplomatic Agent in Tangier, we (*Times*) have been allowed to inspect a 15th-century Flemish Book of Hours in Mr. Blake's possession, which apart from its bibliographical interest, is remarkable for containing among its illuminations what appears to be an indubitable picture of a golfer of the period.

That the little golfer is really playing golf on his golden field among the snails and the flowers is beyond doubt. His swing is an excellent one, if something a little shorter than that of the most orthodox, and his only eccentricity is that he is holding his left hand below his right. There are, however, several very good players who hold their club in this way, and it is curiously enough the way in which nearly every child naturally begins to play golf. In technical language the player is standing with a square stance considerably exaggerated; he has the right foot considerably behind the left, and the ball (rather a large one) so far in front of him that he seems to be reaching out after it, a little as if he were the remote ancestor of Mr. J. E. Laidlay. He has a small blue cap, a white tunic, breeches of light pink, and high red boots. There is another Flemish Book of Hours of about the same date in which golf is depicted. In that case a hole is shown, and one of the three players appears to be putting at it.

AUSTRALIAN RACING.

HUGE TOTALISATOR FIGURES.

With an attendance of 80,000 it was not surprising that a record in the way of totalisator figures should have been established at Randwick last month. The official account of the sum invested shows that £104,858 was put through the machine, as against £68,533 15s which represented the previous record. On the Sydney Cup alone £31,553 10s. was invested, as compared with £29,440 10s. The business in the leading paddock totalisator, represented £70,188 10s. A trained staff of 150 was employed, and cash amounting to £47,000 in change was used in the operations.

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DAIRY FARM NEWS.

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HAM 60 cents per lb.

BACON IN RASHERS 60 "

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"FROM MORN TO MIDNIGHT."

STRANGE GERMAN PLAY WITH A NEW METHOD.

In this "expressionist" play George Kaiser, a modern German dramatist, has sketched the adventure of a humdrum bank cashier in search of the real values of life, observes E.A.B. in a home paper. Inspired by a fascinating lady customer, he embarks a large sum of money. She, being married, with a grown up son, is his first disillusionment. He tries the excitement of a cycle race, only to find that the servile crowd, after being lashed into a frenzy by the offer of big prizes, lapses into conventional good behaviour on the appearance of royalty; he tastes the Dead Sea fruit of a cabaret, and, finally, at a Salvation Army meeting, finds that the discovery of his soul is the real value of life. But that is got to be bought by money, and, therefore, he throws his banknotes to the crowd, who (a gratuitous disillusionment!) scramble for them, Salvationists and all. Only his guide a Salvationist lass, is left, and she fetches the police.

FREEDOM IN DEATH.

The only true freedom is in death, a fact he had nearly discovered in a snowstorm before he bade farewell to his prosaic family, and, with his back to a crucifix, he shoots himself. Even that does not make a beautiful end, for a second report being heard (at the first performance the cashier's pistol misfired and marred the irony of the play), the policeman prosaically exclaims: "There must be a short circuit in the man."

This adventure in search of the value of life is told in seven scenes. That method is not new, but is a throw-back to primitive drama. It has been used, too, in dramatic poems, notably in Ibsen's "Peer Gynd" and Brand. On the stage the method is jerky unless some means can be found of "fading in" and "fading out" the scenes—to use the jargon of the screen. That would not be impossible with modern scenic devices. What is new is the kind of symbolic impressionism of some of the scenes, notably those representing the prosaicism of the cashier's home life and the dead gaiety of the cabaret.

But George Kaiser's treatment of the restless search of mankind for heavy, coarse grained and materialistic, even brutal. It is never beautiful and is often quite stupid, hard, and unsympathetic. The Stage Society gave a fair performance of the play, but Mr. Brember Willis did not succeed in expressing the inward struggles of the cashier. It was just character acting and the part requires more than that. The other night at the Hammersmith Lyric Theatre, the play had a very mixed reception.

U.S. AND H.A.L.

Nothing could be more natural than that American shipping interests should desire to take over the work of the Hamburg-America Line, but the fear of being thought to have dealings with Germany has led to many equivocal statements, which, as re-graphed to Japan, have made it impossible to understand what really is intended. The Guaranty Trust Co. of New York offers the following explanation of how the matter stood at the latter part of last month: "The Senate Committee on Commerce, by a vote of 10 to 4, has approved further elaboration of a proposal by the United States Shipping Board, that the sixty steamship services formerly operated by the Hamburg-America Line be redeveloped through the co-operation of American and German interests. In a memorandum submitted to the Senate Committee, Chairman Payne of the Shipping Board said that the Board was opposed to a direct arrangement with the German lines; but he believed it is very desirable that an American company or group of companies make an arrangement by which this business may be secured, and is prepared to co-operate with an American company in companies in the role of chartering of ships to enable such

SHAUKIWAN ROAD BLOCK.

Due to two landslides, caused by the unusual rainfall of recent days, the road between Repulse Bay and Shaukiwai is completely blocked, and about two weeks' labour, it is estimated, will be required to clear it. The slides are in two distinct places, the small one, of about 300 tons, being near Tai Tam, and the largest one near Stanley Gap. The slides will interfere with round the island motoring for the time, but do not block the way to the Repulse Bay Hotel. The flying exhibitions at Repulse Bay can therefore be held. The Pokfulam and Victoria Roads as far as the hotel are in good condition and available for traffic.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Kidderpore" (Capt. R. H. Stringer), 3,263 tons, arrived this morning at 5 p.m. from Kobe.

The s.s. "Halleong" (Capt. Thomson), 1,108 tons, arrived this morning at 9 a.m. from Swatow, with 700 tons, of general cargo.

The s.s. "Eastern Merchant" (Captain A. Ahman), 5,099 tons, arrived this morning at 7 a.m. from Shanghai with 750 tons of general cargo.

The s.s. "Kwai Sang" (Capt. L. McConnell-Hossey), 1,435 tons, arrived this morning at 7 a.m. from Singapore, with 1,100 tons of cargo and 21 bags of mail.

The s.s. "Amakusa Maru" (Capt. S. Kobayashi), 1,370 tons, arrived this morning at 8 a.m. from Swatow with 1,100 tons of coal, 115 tons of general cargo and several bags of mail.

DEPARTURES.

The s.s. "Halleong" (Capt. Glen) sailed for Shanghai at 4 p.m. to-day with 700 tons of general cargo.

The s.s. "Rokosan Maru" (Capt. Tokiyu), sailed for Hongkong at 11 a.m. to-day with 560 tons of pitches.

The s.s. "Tikihi" (Capt. Burgess) sailed for Batavia via Banka at 4 p.m. to-day with 1800 tons of general cargo.

The s.s. "Bolton Castle" (Captain Howe) sailed for New York via Shanghai at 6 a.m. to-day with 600 tons of general cargo.

The s.s. "Cordillera" (Capt. Sanguy) sailed for Marseilles via Saigon at 5 p.m. to-day with 400 tons of general cargo.

American companies to secure this outlet, the terms of any contract which may be made with the Hamburg-America Line being subject to the approval of the Board. The plan was presented at an executive session of the Senate Committee on Commerce, but it is understood that the presentation of the proposal brought out the Board's position that while the United States has the ships but no organisation, the Hamburg-America Line has the organisation but no ships. The further information was vouchsafed that "most" of the ships will be American and will be operated under the American flag. This is regarded as significant in view of Chairman Payne's objection to reducing the prices of ships sold, as urged by American buyers. Since this date, Admiral Benson, the new Chairman of the Shipping Board, has denied that he has discussed these proposals with Cane, the Hamburg-America line representative. Admiral Benson, seeing that all the negotiations in that connection are in the hands of private companies. This practically confirms the statements quoted. "There seems to have been a lot of needless camouflage about it."

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